

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - August 30, 2006- 3:30 P.M.
State Administrative Board Meeting - September 5, 2006 - 11:00 A.M.

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**This agenda is for general informational purposes only.
At its discretion, the Transportation and Natural Resources Committee
may revise this agenda and may take up other issues at the meeting.**

MINERAL LEASES

ONE DIRECT NONMETALLIC SAND & GRAVEL MINERAL LEASE - DEVELOPMENT: Cheboygan Cement Products, Cheboygan, Michigan, Nonmetallic Sand and Gravel lease rights, 40 acres, more or less, Section 14, T37N, R01W, Benton Township, Cheboygan County.

Terms: Seven (7) years with a possible three (3) year extension. Royalty rates are \$0.974 per ton on sand and \$1.031 per ton on gravel.

The Chief of the Forest Mineral and Fire Management approved this item on August 7, 2006. The form of legal documents involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 30, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: September 5, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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SUBCONTRACTS

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|----|------------------------------------|-----------------------------|--------------------|
| 1. | Hollerbach Excavating, Inc. | Low Bid: | \$62,745.00 |
| | 3409 West Linco Road | Engineer's Estimate: | \$65,893.39 |
| | Stevensville, MI 49127 | Over/Under: | - 4.8% |

Description of Work: Installation of Park and Ride Lot

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for installation of a park and ride lot on Niles/Buchanan Road adjacent to a section of M-31 in Berrien County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through October 27, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To meet the parking needs of an increasing number of motorists who carpool.

Benefit: Will provide for a reduction in motorists on the roadway, which will decrease annual maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The installation of a park and ride will provide a safe place for people who carpool to leave their vehicles for the day.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49127.

2.	Northern Construction Services Corporation P.O. Box 1299 Niles, MI 49120	Low Bid:	\$75,775.50
		Engineer's Estimate:	\$95,761.50
		Over/Under:	-20.9%

Description of Work: Reconstruction of Left-Turn Lanes

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for reconstruction of left-turn lanes on US-12 at 3rd Street in Berrien County. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the conditions of the left-turn lanes on US-12 at 3rd Street in Berrien County.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49120.

3.	Causie Contracting 201 Plans Road Mason, MI 48854	Low Bid:	\$36,519
		Engineer's Estimate:	\$36,225
		Over/Under:	+.8%

Description of Work: Concrete Patching

Approval is requested to authorize the Arenac County Road Commission to award a subcontract for concrete patching of cracks and potholes on the northbound I-75 ramp to eastbound US-23 in Lincoln Township, Arenac County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the safety on the road by patching cracks and potholes on the northbound I-75 ramp to eastbound US-23 in Lincoln Township, Arenac County.

Benefit: Will provide for a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The ramp is in need of repair to provide for a safer driving surface for motorists exiting and entering the highways.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48854.

4.	Elmer's	Low Bid:	\$62,632
	P.O. Box 6150	Engineer's Estimate:	\$100,000
	Traverse City, MI 49684	Over/Under:	-37.4%

Description of Work: Milling and Hot Mix Asphalt Paving

Approval is requested to authorize the City of Traverse City to award a subcontract for cold milling and hot mix asphalt paving on US-31 between Hall Street and Cass Street. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the road condition by performing cold milling and hot mix asphalt paving on US-31 between Hall Street and Cass Street.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49684.

CONTRACTS

5. **HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)**
Tract 549, Control Section 63082, Parcel 1011AQ, Part A

The subject tract is located in the city of Southfield, Oakland County, Michigan, and contains approximately 17,100 square feet. The tract has two abutting owners, and the highest and best use is assemblage with the abutting land. The tract is being sold directly to one abutting owner because that owner has a vested right of access to US-10 (Northwestern Highway) over the subject tract. If MDOT does not sell the tract to this abutting owner, MDOT would be land locking the purchaser. The tract was appraised by Michael Odette, Metro Region Appraiser, on December 28, 2005, at \$205,000 and reviewed by Danny Sorrells, Metro Region Appraiser, on April 12, 2006, at the amount of \$205,000. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on April 25, 2006, for the amount of \$205,000. International Market Place, Inc., one of the abutting owners, has submitted an application to purchase and agreement of sale and a check in the amount of \$41,000, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$205,000

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48034.

6. ***AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount**

Amendatory Contract (2006-0143/A1) between MDOT and the Capital Region Airport Authority (CRAA) will add the performance of an environmental assessment for the extension of runway 28L (phase II), including preliminary engineering, and design engineering services for the extension of runway 28L (500 feet), the relocation of Dewitt Road, Perimeter Road, and East Service Drive, and the relocation of the navigational aids on runway 28L to the project and will increase the contract amount by \$872,105. The original contract provides for the acquisition of land (phase II) at the Capital City Airport in Lansing, Michigan. The contract term remains unchanged, March 3, 2006, through March 2, 2026. The revised contract amount will be \$4,030,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$3,000,000	\$828,500	\$3,828,500
State Restricted Aeronautics Funds	\$ 78,947	\$ 21,803	\$ 100,750
CRAA Funds	<u>\$ 78,948</u>	<u>\$ 21,802</u>	<u>\$ 100,750</u>
Total	\$3,157,895	\$872,105	\$4,030,000

Purpose/Business Case: To increase the contract amount by \$872,105 to add the performance of an environmental assessment for the extension of runway 28L (phase II), including preliminary engineering, and design engineering services for the extension of runway 28L (500 feet), the relocation of Dewitt Road, Perimeter Road, and East Service Drive, and the relocation of the navigational aids on runway 28L to the project. The additional work items have been added to the project by the Federal Aviation Administration (FAA), and the additional federal funding will be included in the FAA grant for this airport.

Benefit: Will provide the additional funding needed to move forward with the design services for the future runway extension project.

Funding Source: FAA Funds - \$3,828,500; State Restricted Aeronautics Funds - \$100,750; CRAA Funds - \$100,750; Contract Total - \$4,030,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is loss of federal funds for the additional work items at this airport.

Cost Reduction: The consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: The design engineering is new work.

Zip Code: 48906.

7. ***AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount**

Amendatory Contract (2006-0417/A1) between MDOT and the Emmet County Board of Commissioners will increase the contract amount by \$40,947 due to higher than anticipated bids for the snow removal equipment. The original contract provides for the purchase of snow removal equipment at the Pellston Regional Airport in Pellston, Michigan. The contract term remains unchanged, June 21, 2006, through June 20, 2026. The revised contract amount will be \$462,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$400,000	\$38,900	\$438,900
State Restricted Aeronautics Funds	\$ 10,526	\$ 1,024	\$ 11,550
Emmet County Funds	<u>\$ 10,527</u>	<u>\$ 1,023</u>	<u>\$ 11,550</u>
Total	\$421,053	\$40,947	\$462,000

Purpose/Business Case: To increase the contract amount by \$40,947 because the bids for the snow removal equipment were higher than anticipated due to higher steel prices and the addition of a loading chute. The original costs were based on estimates.

Benefit: Will provide the additional funding needed to purchase the equipment and close the project.

Funding Source: Federal Aviation Administration Funds - \$438,900; State Restricted Aeronautics Funds - \$11,550; Emmet County Funds - \$11,550; Contract Total - \$462,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, the additional cost to purchase the equipment would become the responsibility of Emmet County. The county cannot afford the additional cost without federal and state participation.

Cost Reduction: The project was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49769.

8. ***AERONAUTICS AND FREIGHT (Aeronautics) - State Block Grant from FAA**

Contract (2006-0514) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 80 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$2,850,000. This grant contract was approved by the State Administrative Board at its August 1, 2006, meeting for the amount of \$2,100,000. An additional \$750,000 has been added to the grant by the FAA; the additional funds will be used for projects at the Oakland County International Airport in Pontiac and at the W. K. Kellogg Airport in Battle Creek. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or August 2016, whichever is later.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA Funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 80 percent FAA funds with the remaining percentage divided between state and local funds. The costs for the sub-grants will be based on cost estimates, fixed costs, or competitive bids.

Risk Assessment: This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.

Cost Reduction: The grant amount is not negotiable.

Selection: N/A.

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

9. AERONAUTICS AND FREIGHT (Aeronautics) – Installation of Automated Weather Observation System

Contract (2006-0585) between MDOT and the City of Fremont will provide state grant funds for the installation of an automated weather observation system (AWOS) at the Fremont Municipal Airport in Fremont, Michigan. The contract will be in effect from the date of award through fifteen years. The estimated project amount will be \$110,000. Source of Funds: State Restricted Aeronautics Funds - \$104,500; City of Fremont Funds - \$5,500.

Purpose/Business Case: To provide for the installation of an AWOS. The AWOS is an electronic system with sensors that measures several weather conditions and reports the information through the internet and telephone connections.

Benefit: Will provide essential weather data to pilots for flight decisions and to the National Weather Service for its coverage of conditions across the country.

Funding Source: State Restricted Aeronautics Funds - \$104,500; City of Fremont Funds - \$5,500; Contract Total - \$110,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The project will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is for the installation of new electronic equipment.

Zip Code: 49412.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Entrance Road

Contract (2006-0589) between MDOT and the City of Battle Creek will provide federal and state grant funds for the design of an airport entrance road at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$98,300. Source of Funds: FAA Funds (via block grant) - \$78,640; State Restricted Aeronautics Funds - \$17,203; City of Battle Creek Funds - \$2,457.

Purpose/Business Case: To provide for the development of engineering plans for an airport entrance road.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$78,640; State Restricted Aeronautics Funds - \$17,203; City of Battle Creek Funds - \$2,457; Contract Total - \$98,300.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49015.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2006-0590) between MDOT and the Manistee County Board of Commissioners will provide federal and state grant funds for the land acquisition costs for parcels 24 through 29 at the Manistee County-Blacker Airport in Manistee, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,111,112. Source of Funds: FAA Funds (via block grant) - \$1,000,000; State Restricted Aeronautics Funds - \$55,556; Manistee County Funds - \$55,556.

Purpose/Business Case: To provide federal reimbursement to the state for funds expended for parcels 24, 25, 26, 27, 28, and 29 purchased under a previous state/local contract.

Benefit: Will provide the state with 90 percent federal reimbursement.

Funding Source: FAA Funds (via block grant) - \$1,000,000; State Restricted Aeronautics Funds - \$55,556; Manistee County Funds - \$55,556; Contract Total - \$1,111,112.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the contract is loss of federal funds for this project.

Cost Reduction: The amount of federal reimbursement is not negotiable.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49660.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Layout Plan Update

Contract (2006-0591) between MDOT and Marlette Township will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Marlette Township Airport in Marlette, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$93,500. Source of Funds: FAA Funds (via block grant) - \$74,800; State Restricted Aeronautics Funds - \$16,363; Marlette Township Funds - \$2,337.

Purpose/Business Case: To provide for the update of the ALP, including the part 405 survey.

Benefit: Will meet current FAA standards and requirements.

Funding Source: FAA Funds (via block grant) - \$74,800; State Restricted Aeronautics Funds - \$16,363; Marlette Township Funds - \$2,337; Contract Total - \$93,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is for the update of an existing document.

Zip Code: 48453.

13. *AERONAUTICS AND FREIGHT (Aeronautics) - Maintenance of Weather Observation and Data Dissemination System

Contract (2006-0593) between MDOT and the City of Fremont will provide for the operation and maintenance of a weather observation and data dissemination system and for the installation of the weather briefing system component at the Fremont Municipal Airport in Fremont, Michigan. The contract will be in effect from the date of award through fifteen years. The City of Fremont will pay MDOT 50 percent of the cost to operate and maintain the system upon being invoiced by MDOT and will pay 10 percent of the installation expenses of the weather briefing system component. The annual cost to operate and maintain the system is estimated at \$8,760. The cost to install the weather briefing system component is estimated at \$1,500. Source of Funds: 50% State Restricted Aeronautics Funds and 50% City of Fremont Funds for the operation and maintenance of the system; 90% State Restricted Aeronautics Funds and 10% City of Fremont Funds for the installation of the weather briefing system component.

Purpose/Business Case: The purpose of the weather observation and data dissemination system is to enhance the safety and efficiency of flights in the Fremont area. The contract establishes MDOT and City of Fremont responsibilities for cost sharing and maintenance of the system and for the installation of the weather briefing system component.

Benefit: The benefit is to the surrounding community. The addition of a system will provide increased access to the Fremont area, which will provide for increased economic benefits. The maintenance responsibilities established will ensure that the system is properly maintained, which will ensure that the benefits to the community continue to be available.

Funding Source: 50% State Restricted Aeronautics Funds and 50% City of Fremont Funds for the operation and maintenance of the system; 90% State Restricted Aeronautics Funds and 10% City of Fremont Funds for the installation of the weather briefing system component.

Commitment Level: Local costs are based on current established contract pricing from outside vendors who provide services of weather data collection and weather data dissemination. With proper justification and agreement by the Michigan Department of Management and Budget, these contracted costs could increase or be reduced.

Risk Assessment: If the maintenance associated with this contract is not performed or is not performed properly, the Federal Aviation Administration would insist that the system be shut down and removed from service. This would reduce the safety and efficiency of flights in the Fremont area, reduce access to the community, and reduce economic benefits to the community.

Cost Reduction: Certain maintenance costs are established by outside vendors for services they provide in association with the system in this community and throughout the state. Any cost reductions or increases by these vendors are passed onto the City of Fremont without negotiations. The contract allows for these changes to the contract costs.

Selection: N/A.

New Project Identification: This is a new maintenance contract for an overall system, which will include the maintenance and operation of an Automated Weather Observation System (AWOS) to be purchased and installed under a separate contract, the service charges for collecting the AWOS data and distributing it to the Federal Aviation Administration, and the service charges for the weather briefing system component, which is being installed under this contract.

Zip Code: 49412.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Taxistrees
Contract (2006-0595) between MDOT and the City of Greenville will provide federal and state grant funds for the design and construction of taxistree

Purpose/Business Case: To provide for the development of engineering plans and the construction of new taxistree

Benefit: Will provide a design that meets all federal and state safety and airport design standards. The new taxistree

Funding Source: FAA Funds (via block grant) - \$136,000; State Restricted Aeronautics Funds - \$29,750; City of Greenville Funds - \$4,250; Contract Total - \$170,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and further cost reductions. The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48838.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Taxiway
Contract (2006-0596) between MDOT and the St. Clair County Board of Commissioners will provide federal and state grant funds for the rehabilitation of taxiway C at the St. Clair County International Airport in Port Huron, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$312,000. Source of Funds: FAA Funds (via block grant) - \$249,600; State Restricted Aeronautics Funds - \$54,600; St. Clair County Funds - \$7,800.

Purpose/Business Case: To provide for the rehabilitation of taxiway C. The taxiway is in poor condition and in need of repair.

Benefit: Will extend the useful life of the pavement and enhance airport safety. The new pavement will also decrease maintenance costs for the county.

Funding Source: FAA Funds (via block grant) - \$249,600; State Restricted Aeronautics Funds - \$54,600; St. Clair County Funds - \$7,800; Contract Total - \$312,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders.

Selection: N/A.

New Project Identification: This is for rehabilitation of an existing facility.

Zip Code: 48074.

16. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Storage Building

Contract (2006-0597) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide federal and state grant funds for the construction of a building to store snow removal equipment (SRE) at the Cherry Capital Airport in Traverse City, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,935,000. Source of Funds: FAA Funds - \$3,621,166; State Restricted Aeronautics Funds - \$98,375; NRAC Funds - \$215,459.

Purpose/Business Case: To provide for the construction of a building to store all the SRE owned by the airport.

Benefit: Will provide a facility for storing and maintaining the airport's SRE. All SRE vehicles are required to be maintained in accordance with FAA standards.

Funding Source: FAA Funds - \$3,621,166; State Restricted Aeronautics Funds - \$98,375; NRAC Funds - \$215,459; Contract Total - \$3,935,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The project was let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49686.

17. *AERONAUTICS AND FREIGHT (Aeronautics) - FAA State Block Grant

Contract (2006-0598) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 80 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$4,400,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or September 2016, whichever is later.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA Funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 80 percent FAA funds with the remaining percentage divided between state and local funds. The costs for the sub-grants will be based on cost estimates, fixed costs, or competitive bids.

Risk Assessment: This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.

Cost Reduction: The grant amount is not negotiable.

Selection: N/A.

* Denotes a non-standard contract/amendment

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

18. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2006-0599) between MDOT and the Menominee/Marinette Twin County Airport Commission will provide federal and state grant funds for the design and construction of animal control and security fencing and apron strengthening and for airport crack sealing at the Menominee/Marinette Twin County Airport in Menominee, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$700,000. Source of Funds: FAA Funds (via block grant) - \$560,000; State Restricted Aeronautics Funds - \$122,500; Menominee/Marinette Twin County Airport Commission Funds - \$17,500.

Purpose/Business Case: To provide for the design and construction of animal control and security fencing and apron strengthening and for airport crack sealing.

Benefit: Will provide a design that meets all federal and state safety and airport design standards. The fencing will provide security for the airport by keeping people and animals off the airport property. The crack sealing will extend the life of the pavement and reduce future repair and rehabilitation costs. Apron strengthening will be done on a portion of the general aviation apron to enhance the pavement section for heavier jet traffic.

Funding Source: FAA Funds (via block grant) - \$560,000; State Restricted Aeronautics Funds - \$122,500; Menominee/Marinette Twin County Airport Commission Funds - \$17,500; Contract Total - \$700,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The project will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49858.

19. *AERONAUTICS AND FREIGHT (Aeronautics) - FAA State Block Grant

Contract (2006-0604) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 80 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$900,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or September 2016, whichever is later.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA Funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 80 percent FAA funds with the remaining percentage divided between state and local funds. The costs for the sub-grants will be based on cost estimates, fixed costs, or competitive bids.

Risk Assessment: This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.

Cost Reduction: The grant amount is not negotiable.

Selection: N/A.

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

20. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (82066-88417) under Master Agreement (94-0805) dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Felt Road in Wayne County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Wayne County Department of Public Services and approved on November 1, 2005. The project cost is estimated at \$260,000. Source of Funds: Federal Highway Administration Funds - \$130,000; FY 2006 State Restricted Trunkline Funds - \$130,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of Felt Road in Wayne County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Wayne County Department of Public Services, CSX, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$130,000; FY 2006 State Restricted Trunkline Funds - \$130,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Wayne County Department of Public Services.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48164.

21. *AERONAUTICS AND FREIGHT (Freight) - Adjustment in Shipping Requirements
Amendatory Contract (99-0924/A1) between MDOT and the Soo Line Railroad Company, a wholly owned United States subsidiary of Canadian Pacific Railway, will provide for an adjustment in the annual shipping commitment. Economic and regulatory conditions beyond the company's control resulted in the temporary discontinuance of service, making it impossible for the company to meet its fifth year shipping commitment. This amendment will provide for 50 percent of the train service in excess of the annual shipping commitment per year to be credited toward the project's overall (five-year) shipping commitment. The original contract provides loan funds of up to \$1,750,000 toward the estimated \$3,500,000 cost of constructing a rail yard in Detroit. Provisions in the contract permit the loan to be forgiven incrementally if the company meets its commitment to ship/receive 700 trains annually. The contract term remains unchanged, from October 22, 1999, until 64 months following the commencement of revenue freight service. The contract amount remains unchanged at \$1,750,000. Source of Funds: FY 2000 State Restricted Comprehensive Transportation Funds - \$1,750,000.
- Purpose/Business Case:** This amendment will provide for 50 percent of the train service in excess of the annual service year requirement to be credited toward the overall usage of the facility.
- Benefit:** Will recognize the overages of any service year requirements and credit 50 percent of the trains that exceeded the annual commitment. In the first through the fourth years of the contract, the applicant exceeded the total service requirements for each year and surpassed the service requirement for the five-year period. This will encourage economic development by allowing companies more flexibility in meeting their shipping commitments.
- Funding Source:** FY 2000 State Restricted Comprehensive Transportation Funds - \$1,750,000.
- Commitment Level:** The contract amount is fixed.
- Risk Assessment:** Failure to amend this contract would result in the state not recognizing the actual usage of the facility and penalizing the railroad for economic conditions and regulatory rulings outside of its control.
- Cost Reduction:** This amendment is intended to reflect the actual usage of the facility.
- Selection:** N/A.
- New Project Identification:** This is an amendment to an existing contract.
- Zip Code:** 48226.
22. *AERONAUTICS AND FREIGHT (Freight) - Extension of Project Completion Period
Amendatory Contract (2004-0236/A2) between MDOT and Lake State Railway Company (LSRC) will extend the project completion period by one year to provide sufficient time for LSRC to complete the project. The complexity of the project, which includes obtaining right-of-way easements, and the closure of Georgia Pacific Railroad, which affected the overall financing of the project, resulted in project delays. The original contract provides financial assistance in the form of a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of a portion of 14,694 feet of new rail for a rail spur and a portion of 1,358 feet of runaround track to establish rail service to A&L Iron & Metal Company, Inc., to support the company's expansion. The revised project completion period will be September 17, 2004, through September 16, 2007. The contract term remains unchanged, from September 17, 2004, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The estimated project amount remains unchanged at \$1,176,745. MDOT's loan is 85 percent of the project cost, not to exceed \$1,000,000. Source of Funds: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,000,000; LSRC Funds - \$176,745.

Purpose: To extend the project completion period by one year to provide sufficient time for LSRC to complete the project.

Benefit: The project will provide A&L Iron & Metal Co., Inc., with rail access to its facility adjacent to the Gaylord Industrial Park. A&L Iron & Metal Co., Inc., is investing approximately \$4.5 million in a new metal shredding facility and this expansion requires rail service.

Funding Source: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,000,000; LSRC Funds - \$176,745.

Commitment Level: The contract cost is fixed, not to exceed \$1,000,000.

Risk Assessment: Not performing this activity could result in A&L Iron & Metal Co., Inc., relocating its Gaylord operation to another area with rail service, which could result in the loss of 45 existing jobs and 25 new jobs in the Otsego County area.

Cost Reduction: The contract provides loan funding under MiRLAP to make rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49730.

23. *AERONAUTICS AND FREIGHT (Freight) - Increase Amount, Extend Project Completion Period

Amendatory Contract (2004-0237/A2) between MDOT and Lake State Railway Company (LSRC) will increase the contract amount by \$385,956 in the form of surplus rail that MDOT will provide to LSRC for the project, will increase the yearly carloading requirement by 110 carloads, and will extend the project completion period by one year to provide sufficient time for LSRC to complete the project. LSRC is unable to complete the project within the original budget because of recent increases in the price of steel (rail). MDOT owns surplus rail that can be used by LSRC for this project. The complexity of the project, which includes obtaining right-of-way easements, and the closure of Georgia Pacific Railroad, which affected the overall financing of the project, resulted in project delays. The original contract provides financial assistance in the form of a loan under the Freight Economic Development Program for the construction of a 14,694-foot railroad spur, a 1,358-foot runaround track, and all necessary road crossings and switches. This project will provide the A&L Iron & Metal Company, Inc., with rail access to the Gaylord Industrial Park. The revised project completion period will be September 10, 2004, through September 9, 2007. The contract term remains unchanged, from September 10, 2004, until one year after the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid, whichever is earlier. The revised contract amount will be \$1,357,565.95. Source of Funds: FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$971,609.95; MDOT Surplus Rail - \$385,956.

Purpose/Business Case: To extend the project completion period an additional year and to provide MDOT-owned surplus rail for the project.

Benefit: This project will provide the A&L Iron & Metal Co., Inc., with rail access at its facility adjacent to the Gaylord Industrial Park.

Funding Source: FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$971,609.95; MDOT Surplus Rail - \$385,956.

Commitment Level: The contract amount is fixed: cash value not to exceed \$971,609.95. MDOT's loan to the project will include state-owned surplus rail in lieu of direct funding valued at \$385,956 for a total project amount of \$1,357,565.95.

Risk Assessment: Not performing this activity could result in A&L Iron & Metal Co., Inc., relocating its Gaylord operation to another area with rail service, which could result in the loss of 45 existing jobs and 25 new jobs in the Otsego County area.

Cost Reduction: The project will be bid and awarded to the lowest bidder.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48730.

24. *AERONAUTICS AND FREIGHT (Freight) - Renewal/Extension of Project Completion Period
Amendatory Contract (2005-0140/A1) between MDOT and Detroit Connecting Railroad Company will renew and extend the project completion period by approximately nine months to provide sufficient time for the railroad to complete the project. The railroad had to address various encroachment issues; as a result, work on the project was temporarily halted. The original contract provides financial assistance in the form of a loan awarded under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation of 1.58 miles of existing track. The revised project completion period will be from June 7, 2005, through June 6, 2006, and from the date of award of this amendment through May 7, 2007. No costs will be incurred between the expiration of the original project completion period and the date of award of this amendment. The contract term remains unchanged, from June 7, 2005, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The estimated project amount remains unchanged at \$111,000. MDOT's loan is 81.1 percent of the project cost, not to exceed \$90,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$90,000; Detroit Connecting Railroad Company Funds - \$21,000.

Purpose/Business Case: To extend the project completion period to provide sufficient time for Detroit Connecting Railroad Company to complete the project.

Benefit: Will provide additional time needed for completion of the project. The project will improve safety by reducing the possibility of a derailment on a line that carries hazardous materials and will help ensure the continued viability of the railroad.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$ 90,000; Detroit Connecting Railroad Company Funds - \$21,000.

Commitment Level: The cost of the project was based on estimates; however, payments will be based on actual costs not to exceed \$90,000.

Risk Assessment: If this amendment is not awarded, the project may not be completed and the expected outcomes of improved safety and helping ensure the continued viability of the Detroit Connecting Railroad Company will not be realized.

Cost Reduction: The contract provides loan funding under MiRLAP to make rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

New Project Identification: This is not a new project.

Zip Code: 48185.

25. *AERONAUTICS AND FREIGHT (Freight) - Rail Passenger
Contract (2006-0536) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide \$50,000 in state funds for the renovation of the Grand Rapids train station and parking lot area. The contract will be in effect from the date of award through September 30, 2007. The contract amount will be \$50,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$50,000.

Purpose/Business Case: To provide for the renovation of the current passenger rail station, including exterior painting, rest room updates, and resurfacing of the parking lot.

Benefit: This contract will provide needed improvements to the station and parking area.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$50,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this work is not completed, the station and parking lot will continue to deteriorate, which will result in more costly repairs in the future.

Cost Reduction: Work will be competitively bid by GVMC, and the lowest bidder will be selected.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

26. *AERONAUTICS AND FREIGHT (Freight) - Rail Passenger

Contract (2006-0537) between MDOT and the City of Troy will provide state funding for the development (planning) and design phase of a new intermodal transportation facility. The City of Troy and the City of Birmingham have partnered to relocate the current passenger rail stop in Birmingham to this new location in Troy. The contract will be in effect from the date of the award through December 31, 2007. The contract amount will be \$350,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$350,000.

Purpose/Business Case: To provide for the development (planning) and design phase of a new intermodal transportation facility in Troy.

Benefit: This new location will not only serve as a station stop, it will connect local transit with train passengers. This facility will also provide passengers with an indoor waiting area and provide adequate parking.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$350,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this phase is not completed, the project can not progress to the construction phase.

Cost Reduction: The project will be competitively bid by the city of Troy and awarded based on the Brooks Act.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48084.

27. *AERONAUTICS AND FREIGHT (Freight) - Rail Passenger

Contract (2006-0542) between MDOT and the Blue Water Area Convention and Visitors Bureau (BWACVB) will provide state funds for a local marketing program for rail passenger service along the Blue Water route, which includes station stops in Michigan at Port Huron, Lapeer, Flint, Durand, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles. The purpose of this marketing effort will be to increase ridership and revenue for this service. The contract amount will be \$53,611. The contract will be in effect from the date of award through one year. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$48,250; BWACVB Funds - \$5,361.

Purpose/Business Case: To provide funds to the Blue Water Area Convention and Visitors Bureau for a local marketing program for the Blue Water rail passenger service, which runs to and from Port Huron through Lapeer, Flint, Durand, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles.

Benefit: Will increase the ridership and revenue of this service by increasing public awareness of the service. Increases in ridership and revenue will assist in reducing the operating subsidy to Amtrak.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$48,250; BWACVB Funds - \$5,361.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: Not performing this activity may result in lower ridership on this rail service, which would negatively affect revenue. Lower revenue will increase the operating subsidy request from Amtrak.

Cost Reduction: By allowing one agency to market for the whole route, the marketing plan will include multiple buys, which will create cost savings. Also, increased ridership from these marketing efforts will positively influence revenue, resulting in operating subsidy benefits.

Selection: N/A.

New Project Identification: This contract will continue the marketing effort of previous years for this route.

Zip Code: 48909.

28. *FINANCE & ADMINISTRATION - Bond Counsel Services

Contract (2006-0594) between MDOT; Miller, Canfield, Paddock and Stone, P.L.C.; and Dickenson Wright PLLC will provide for bond counsel services to be performed in cooperation with the Office of the Attorney General with respect to the preparation of proceedings, authorizations, sales, and delivery of MDOT bonds, as authorized by Section 18b of the Public Acts of 1951, as amended. The contract will be in effect from the date of award through three years; it may be extended for two additional one-year periods. The contract amount will not exceed \$625,000. Source of Funds: State Restricted Comprehensive Transportation Funds and/or State Restricted Trunkline Funds, depending on the bond issue.

Purpose/Business Case: To provide for bond counsel services to be performed in cooperation with the Office of Attorney General with respect to the preparation of proceedings, authorizations, sales, and delivery of MDOT bonds, as authorized by Section 18b of the Public Acts of 1951, as amended.

Benefit: Use of private bond counsel provides MDOT with the legal expertise needed to execute complex and innovative bond transactions that strive to minimize debt service costs and maximize the programmatic benefits derived from debt financing.

Funding Source: State Restricted Comprehensive Transportation Funds and/or State Restricted Trunkline Funds, depending on the bond issue.

Commitment Level: The contract amount is based on agreed rates for bond issues plus actual costs for expenses; the number of bond issues has been estimated.

Risk Assessment: If this contract is not approved, MDOT will not have the legal expertise to draft and review its bond documents to ensure appropriate disclosure, terms, and conditions, the absence of which could jeopardize the legality and marketability of its bond issues.

Cost Reduction: N/A.

Selection: Qualifications-based/low bid.

New Project Identification: This is a new contract for an ongoing service.

Zip Code: 48909.

29. HIGHWAYS - IDS University Research Services

Authorization (Z13) under Contract (2002-0546) between MDOT and Wayne State University (WSU) will provide for a study of the structural behavior of side-by-side box-beam bridges, an assessment of the load capacity of the system with deteriorated beams and/or high load hit fascia beams, and patching and repair techniques for box-beam deterioration forms. This project is a joint research effort between WSU and Michigan Technological University. The universities will collaborate to share project-related information and to organize meetings with MDOT. The authorization will be in effect from date of award through eighteen months. The authorization amount will be \$196,143.93. The contract term is from September 12, 2003, through September 12, 2006, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a study of the structural behavior of side-by-side box-beam bridges, an assessment of the load capacity of the system with deteriorated beams and/or high load hit fascia beams, and patching and repair techniques for box-beam deterioration forms.

Benefit: Providing early detection of adjacent box beam deterioration and incorporating recommended practices for rehabilitation can lead to cost effective repairs and increased safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this study is not performed, MDOT may not realize repair savings and safety improvements.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

30. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z18/R2) under Contract (2003-0207) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of additional as-needed design assistance services during construction to address plan revisions due to unforeseen field conditions and the verification of substitutions proposed by the contractor, will increase the authorization amount by \$24,188.45, and will extend the authorization term by one year to provide sufficient time for the consultant to complete the additional services. The original authorization provided for design services during construction for US-12 from I-94 to I-55 in Wayne County (CS 82062 - JN 59881A). The revised authorization term will be July 6, 2004, through April 8, 2007. The revised authorization amount will be \$105,523.79. The contract term is April 8, 2003, through April 8, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Highway Funds.

Purpose/Business Case: To provide for the performance of additional as-needed design assistance services during construction to address plan revisions due to unforeseen field conditions and the verification of substitutions proposed by the contractor, to increase the authorization amount by \$24,188.45, and to extend the authorization term by one year to provide sufficient time for the consultant to complete the additional services.

Benefit: Will provide for the continuation of design services during construction for this complex construction project with its many unforeseen construction issues.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Highway Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Continuation of the design services during construction is required for this complex project. Failure to provide the services could result in the loss of federal participation.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48075.

31. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z8/R2) under Contract (2004-0091) between MDOT and Capital Consultants, Inc., will provide for the performance of additional design services and will increase the contract amount by \$16,603.67. The additional services will include determining the accurate vertical locations of critical utilities that will be affected by the proposed MDOT storm sewer work. Ten additional test holes are to be dug at locations of potential conflict with the proposed storm sewer, catch basins, and/or manholes. The original authorization provides for roadway improvements on M-43 in the village of Delton, Barry Township, Barry County (CS 08011 - JN 60507C). The authorization term remains unchanged, September 15, 2005, through February 3, 2007. The revised authorization amount will be \$310,458.50. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design services, including determining the accurate vertical locations of critical utilities that will be affected by the proposed MDOT storm sewer work.

Benefit: Accurate locations of the utilities will allow for the most accurate design of the storm sewer. This will reduce construction conflicts and possible damage to a critical utility.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this service would result in the project not having accurate site conditions and could cause construction delays, contractor claims, and loss of critical utility service for the public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49046.

32. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R2) under Contract (2004-0173) between MDOT and Northwest Design Group, Inc., will provide for the performance of additional design services for US-45 from the south Ontonagon County line northerly to Bruce Crossing and will increase the authorization amount by \$23,770.94. The additional services are needed to address right-of-way (ROW) acquisition required at existing culvert locations that are currently outside the existing MDOT ROW and to increase the scope to address Department of Environmental Quality (DEQ) permit requirements for a larger than anticipated number of culvert locations. Preliminary work revealed numerous culvert ends outside the MDOT ROW. The original authorization provides for design services to be performed on US-45 northerly to M-28 (Bruce Crossing) in Ontonagon County (CS 66031 - JN 75462C). The authorization term remains unchanged, September 23, 2005, through April 20, 2007. The revised authorization amount will be \$231,193.23. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services for US-45 from the south Ontonagon County line northerly to Bruce Crossing and to increase the authorization amount by \$23,770.94. The additional services are needed to address ROW acquisition required at existing culvert locations that are currently outside existing MDOT ROW and to increase the scope to address DEQ permit requirements for a larger than anticipated number of culvert locations.

Benefit: Acquisition of ROW at the existing culvert ends will allow improvements to be performed at said locations. Property ownership at the culvert end locations is necessary for future maintenance of MDOT roadway drainage facilities. DEQ permits are required in order to perform any improvements at regulated culvert sites.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without necessary ROW acquisition and DEQ permits, improvements at numerous culvert locations would not be possible. Continued deterioration of exiting culverts will result in continued deterioration of the US-45 roadbed and embankments and possible flood and erosion damage to adjacent properties. If not addressed, culvert deterioration could progress to loss of roadbed, which would entail road closure and emergency repair at a higher future cost and public impact.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 49912.

33. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R2) under Contract (2004-0173) between MDOT and Northwest Design Group, Inc., will provide for the performance of additional design services for US-45 from M-28 (Bruce Crossing) northerly to the Baltimore River and will increase the authorization amount by \$29,159.11. The additional services are needed to address right-of-way (ROW) acquisition required at existing culvert locations that are currently outside the existing MDOT ROW, to address Department of Environmental Quality (DEQ) permit requirements for a larger than anticipated number of culvert locations, and to develop unique solutions for several complex culvert rehabilitation sites. Preliminary work revealed numerous culvert ends outside the MDOT ROW. Preliminary work also revealed several existing culvert sites in high fill areas that require rehabilitation by other than traditional open-cut methods. These items were not addressed in the original scope of work. The original authorization provides for design services to be performed on US-45 from Bruce Crossing (M-28) to the Baltimore River in Ontonagon County (CS 66032 - JN 52868C). The authorization term remains unchanged, September 23, 2005, through April 20, 2007. The revised authorization amount will be \$168,844. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services for US-45 from M-28 (Bruce Crossing) northerly to the Baltimore River and to increase the authorization amount by \$29,159.11. The additional services are needed to address ROW acquisition required at existing culvert locations that are currently outside existing MDOT ROW, to address DEQ permit requirements for a larger than anticipated number of culvert locations, and to develop unique solutions to several complex culvert rehabilitation sites. Preliminary design revealed numerous culvert ends outside MDOT ROW. Preliminary work revealed several existing culvert sites in high fill areas that require rehabilitation by other than traditional open-cut methods. These items were not addressed in the original scope of work.

Benefit: Acquisition of ROW at the existing culvert ends will allow improvements to be performed at said locations. Property ownership at the culvert end locations is necessary for future maintenance of MDOT roadway drainage facilities. DEQ permits are required in order to perform any improvements at regulated culvert sites. Needed improvements could not otherwise be preformed. Development of unique culvert rehabilitation methods at several complex sites will minimize the impact to motorists during construction and prevent the need for detour routes of unreasonable length.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without necessary ROW acquisition and DEQ permits, improvements at numerous culvert locations would not be possible. Continued deterioration of exiting culverts will result in continued deterioration of the US-45 roadbed and embankments and possible flood and erosion damage to adjacent properties. If not addressed, culvert deterioration could progress to loss of roadbed, which would entail road closure and emergency repair at a higher future cost and public impact. Performing traditional open-cut culvert replacement methods would require a full closure of the roadway in areas where there is no feasible detour route. Motorists and emergency response personnel would experience unreasonable travel delays.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 49912.

34. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z14/R1) under Contract (2005-0072) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional as-needed design assistance services during construction to address revisions, modifications of staging plans, unforeseen field conditions, and verification of substitutions proposed by the contractor and will increase the authorization amount by \$113,422.57. The original authorization provides for the performance of as-needed design services during construction for I-96 north of Vernor Avenue to north of Michigan Avenue in the city of Detroit, Wayne County (CS 82124 - JN 60077A). The authorization term remains unchanged, August 18, 2005, through February 16, 2008. The revised authorization amount will be \$167,294.98. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional as-needed design assistance services during construction to address revisions, modifications of staging plans, unforeseen field conditions, and verification of substitutions proposed by the contractor and to increase the authorization amount by \$113,422.57.

Benefit: Will provide for the continuation of design services during construction for this complex construction project with its many unforeseen construction issues.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Continuation of the design services during construction is necessary as this construction project is the third of the four contracts for the Ambassador Gateway Project, and the opening of the new Vernor Avenue off-ramp is required before the major work under the fourth contract can begin.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48075.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z24) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for bridge project scoping for the development of repair recommendations for bridge structures within the Bay Region (CS 84914 - JN 87894). The work items include site review, engineering analysis of findings, and report preparation. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$215,034.59. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for the inspection of bridge structures within the Bay Region. This is an activity that should be performed when scheduled inspection data shows poor structure conditions and a detailed scope of work is needed to include the structures in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition is assessed, a report will be written that will provide detailed descriptions of conditions, necessary repairs, and cost estimates for the rehabilitation.

Benefit: Will provide a clear understanding of the structure conditions and help to determine rehabilitation options for the structures that require immediate or future repairs. This will ensure continued and future in-service safety and proper management of the Bay Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the proposed work is not completed, the structure requiring emergency repairs or load restriction will continue to deteriorate.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This project is for the bridge inspection of existing bridges in the Bay Region.

Zip Code: 48601.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of design services for the rehabilitation of two miles of both eastbound and westbound M-59 from Wide Track Drive to Opdyke Road in the city of Pontiac, Oakland County (CS 63043 - JN 80915C). This roadway has no remaining service life and cannot be safely maintained. The work items include road design surveys, right-of-way surveys, road design plans, maintaining traffic plans, signing plans, and traffic signal design plans. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$726,442.97. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the rehabilitation of two miles of eastbound and westbound M-59 from Wide Track Drive to Opdyke Road in the city of Pontiac, Oakland County. This roadway has no remaining service life and cannot be safely maintained. Pavement distress along the corridor consists of cracked and spalled patches, severe joint spalling and failing repairs, deteriorated joints, curb failures, valley gutter failures, and previous hot mix asphalt patch repair failures. The work items include road design surveys, right-of-way surveys, road design plans, maintaining traffic plans, signing plans, and traffic signal design plans. With rehabilitation, the service life of this roadway will be extended ten to fifteen years. This section of M-59 carries about 58,000 vehicles per day, and it is a major corridor from downtown Pontiac to I-75.

Benefit: Will provide plans for a functional, safer, and more aesthetically appealing corridor.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the design services will allow maintenance costs to increase for repair services that can no longer be effective and the loss of the opportunity to restore/increase safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a not a new project.

Zip Code: 48342.

37. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2005-0262) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of additional construction engineering services and will increase the contract amount by \$85,046.75. The additional services will include additional inspection time for unanticipated environmental issues during construction. These unforeseen issues have resulted in changes to the scope of work and significant changes to the staging of this project. The original authorization provides for the performance of full construction engineering services on M-99 from the easterly railroad crossing to north of Fayette Street in the city of Hillsdale, Hillsdale County (CS 30032 - JN 75182A). The authorization term remains unchanged, September 19, 2005, through June 14, 2008. The revised authorization amount will be \$297,807.58. The contract term is June 14, 2005, through June 14, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional construction engineering, including additional inspection time for unanticipated environmental issues during construction. These unforeseen issues have resulted in additions to the scope of work and significant changes to the staging of this project.

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project will result in the project not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49201.

38. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the contract amount by \$111,317.92. The additional services will include bridge approach work and maintenance of traffic for nine bridges (CS 82023 - S13, S13-7, S13-8, S14, S21, S25, X01, X02, and X02-8) in the same corridor as the original project. The additional work will ensure that the entire project area will remain safe for vehicular traffic. The original authorization provides for design services for the rehabilitation of nine bridges over I-94 in the city of Detroit (CS 82024 - JN 82589D). The authorization term remains unchanged, February 28, 2006, through February 13, 2009. The revised authorization amount will be \$501,603.17. The contract term is February 14, 2006, through February 13, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services, including bridge approach work and maintenance of traffic. This will ensure that the entire project will maintain the safety of the vehicular traffic.

Benefit: Will provide for safer travel over these bridges.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without these improvements, the bridges will continue to deteriorate and safety risks may increase.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48216.

39. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed bituminous plant investigation and testing services to be performed for various projects within the Metro Region. The work items include providing a fully functional testing laboratory, completion of hot mix asphalt (HMA) quality assurance testing, and completion of test reports. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$249,600.48. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed bituminous plant investigation and testing services to be performed for various projects within the Metro Region. The work items include providing a fully functional testing laboratory, completion of HMA quality assurance testing, and completion of test reports.

Benefit: Will provide for testing services to be performed that are required by federal law on the construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If these services are not authorized, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

40. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed geotechnical and pavement investigation services to be performed for various projects in the Southwest Region. The work items include soil borings, geotechnical investigation, and preparation of test reports. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$19,900.00. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed geotechnical and pavement investigation services to be performed for various projects in the Southwest Region.

Benefit: Will provide for testing services that are required by federal law to be performed on construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in the project not having adequate inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed inspection and testing services to be performed for the Southwest Region service area. The work items include project administration, hot mix asphalt, and other materials testing and analysis, and other services as required for the project. The authorization amount will be \$249,949.45. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Southwest Region service area.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in the project not having adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

42. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2006-0224) between MDOT and Professional Service Industries, Inc., will provide for as-needed bituminous plant investigation and testing services to be performed for various projects within the Metro Region. The work items include providing a fully functional testing laboratory, completion of hot mix asphalt (HMA) quality assurance testing, and completion of test reports. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$249,992.87. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed bituminous plant investigation and testing services to be performed for various projects within the Metro Region. The work items include providing a fully functional testing laboratory, completion of HMA quality assurance testing, and completion of test reports.

Benefit: Will provide for testing services to be performed that are required by federal law on the construction contract work which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If these services are not authorized, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

43. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for road design services to be performed at the US-131 interchange at 44th Street in the city of Wyoming, Kent County (CS 41131 - JN 51902C). The services will include ramp re-alignment and reconstruction and replacement of the existing structure. The authorization will be in effect from the date of award through April 12, 2009. The authorization amount will be \$722,721.09. The contract term is April 13, 2006, through April 12, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for road design services to be performed at the US-131 interchange at 44th Street in the city of Wyoming, Kent County. This project consists of interchange reconstruction. The current interchange has a diamond configuration. This project is being undertaken to reconstruct the existing interchange into a single point urban interchange (SPUI). The services will include ramp re-alignment and reconstruction and replacement of the existing structure.

Benefit: Will provide for increased roadway capacity and fewer back-ups. This project will be coordinated with the City of Wyoming reconstruction project on 44th Street.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not completed in time for the currently programmed letting, the capacity will not be improved, and the construction will not coincide with the project on 44th Street. This project is being funded with high priority project (HPP) funding. If this project is not completed on the current schedule, HPP funding may be lost.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49509.

44. HIGHWAYS - IDS University Research Services

Authorization (Z1) under Contract (2006-0414) between MDOT and Michigan Technological University (MTU) will provide for a study of the structural behavior of side-by-side box-beam bridges, an assessment of the load capacity of the system with deteriorated beams and/or high load hit fascia beams, and patching and repair techniques for box-beam deterioration forms. This project is a joint research effort between MTU and Wayne State University. The universities will collaborate to share project-related information and to organize meetings with MDOT. The authorization will be in effect from date of award through eighteen months. The authorization amount will be \$161,604.80. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a study of the structural behavior of side-by-side box-beam bridges, an assessment of the load capacity of the system with deteriorated beams and/or high load hit fascia beams, and patching and repair techniques for box-beam deterioration forms.

Benefit: Providing early detection of adjacent box beam deterioration and incorporating recommended practices for rehabilitation can lead to cost effective repairs and increased safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this study is not performed, MDOT may not realize repair savings and safety improvements.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

45. *HIGHWAYS - Construction Engineering Services

Contract (2006-0511) between MDOT and HNTB Michigan, Inc., will provide for the performance of construction engineering services for construction projects located within the Metro Region on an as-needed basis, including the reconstruction of I-75 from Northline Road to Gibraltar Road, Wayne County. The work items will include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The contract will be in effect from the date of award through October 31, 2009. The contract amount will be \$4,523,515.30. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide construction engineering services for construction projects located within the Metro Region on an as needed basis, including the reconstruction of I-75 from Northline Road to Gibraltar Road, Wayne County. The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The services will complement the Metro Region construction program.

Benefit: Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a not new project.

Zip Code: 48180.

46. *HIGHWAYS - Engineering Services

Contract (2006-0528) between MDOT and Construction Technology Laboratories, Inc., will provide for the performance of engineering inspection services for the hanger force measurements of I-94 over US-24 (Telegraph Road), Wayne County (CS 82022 - JN 87309). The work items will include determining hanger force measurements for two tied arch structures and preparing a report summarizing the measurements. The hanger forces will need to be measured and compared to the initial base line measurements. The contract will be in effect from the date of award through one year. The contract amount will be \$36,245.40. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of engineering services for the hanger force measurements of I-94 over US-24 (Telegraph Road), Wayne County. The work items will include determining hanger force measurements for two tied arch structures and preparing a report summarizing the measurements.

Benefit: Will provide an assessment of the initial conditions of the hanger forces for the structures and accurate baseline measurements for reference in the event of impact to the structures.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the hanger force measurements are not completed for these structures, structural safety could be compromised; if the structures are damaged by excessive winds or vehicular impact, the initial conditions could not be verified.

Selection: Sole source.

New Project Identification: This is not a new project.

Zip Code: 48180.

47. HIGHWAYS - IDS Engineering Services

Contract (2006-0544) between MDOT and TTL Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

48. HIGHWAYS - IDS Engineering Services
Contract (2006-0545) between MDOT and Coleman Engineering Company will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
49. HIGHWAYS - IDS Engineering Services
Contract (2006-0587) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
50. HIGHWAYS - IDS Engineering Services
Contract (2006-0600) between MDOT and STS Consultants, Ltd., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
51. HIGHWAYS - IDS Engineering Services
Contract (2006-0603) between MDOT and Rowe, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

52. HIGHWAYS - Cost Participation for Local Agency Contract
Amendatory Contract (2006-5357) between MDOT and the City of Detroit will provide for funding participation in the following improvements:

PART A

Widening, bituminous resurfacing, and new construction work along the Highway I-75 West Service Drive from Beaubien Street to Wilkins Street, including traffic signal work.

PART B

Street lighting work along the Highway I-75 West Service Drive from Beaubien Street to Wilkins Street.

The purpose of this amendment is to delete the condition that reimbursement to the City for the eligible costs of preliminary engineering for the Part A portion of the project is allowed only after costs for construction and construction engineering and inspection of the future associated project under M 82400, job number 51227, are reimbursed. The project costs remain unchanged.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$650,000	\$ 0	\$650,000
City of Detroit Funds	\$ 0	\$165,000	\$165,000
Total Funds	<u>\$650,000</u>	<u>\$165,000</u>	<u>\$815,000</u>

M 82400 – 50049; Wayne County
Amendment

Purpose/Business Case: To amend the original contract to delete the condition that reimbursement for preliminary engineering costs for Part A incurred by the City can occur only after costs for construction and construction engineering for a future associated project under a separate job number are reimbursed.

Benefit: Will allow the City to be reimbursed for preliminary engineering at this time rather than later after a future associated project is constructed.

Funding Source: State Trunkline and Bridge Construction Funds and City of Detroit Funds.

Commitment Level: 100% state funds up to \$1,000,000 for Part A, 100% City of Detroit Funds for Part B; based on estimate.

Risk Assessment: With amendment, the City can be reimbursed for preliminary engineering now instead of waiting for a future associated project to be constructed and reimbursed.

Cost Reduction: N/A. (Original was for low bid.)

Selection: N/A for amendment; low bid for original.

New Project Identification: This is not a new project.

Zip Code: 48226.

53. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5363) between MDOT and the Huron County Road Commission will provide for participation in the following improvements:

Reflective panel installation work for stop signs and new warning sign installation work at a maximum of 200 locations countywide.

Estimated Funds:

Federal Highway Administration Funds	\$29,800
Huron County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$29,800</u>

STG 32610 - 87953
Local Force Account

Purpose/Business Case: To install highly reflective sheeting on stop signs, increasing their visibility.

Benefit: Enhanced safety.

Funding Source: Federal Surface Transportation Program Funds.

Commitment Level: 100% federal.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Local agency to perform the work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 48413.

54. HIGHWAYS - Railroad Grade Crossing Improvement Contract
Contract (2006-5364) between MDOT and the Michigan Sugar Company will provide for funding participation in the following improvements under the State Rail Grade Crossing Program:

Installation of flashing-light signals and half-roadway gates at the at-grade crossing of the tracks of the Michigan Sugar Company with Euclid Avenue in Bay County, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$48,228
State Restricted Trunkline Funds	<u>\$48,228</u>
Total Funds	<u>\$96,456</u>

STR 09010 – 87931; Bay County
Railroad Force Account

Purpose/Business Case: To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.

Benefit: Will increase motorist safety at the highway-railroad grade crossing.

Funding Source: Federal Surface Transportation Program Rail Highway Safety Funds and State Rail Grade Crossing Funds.

Commitment Level: 50% federal, 50% state; based on estimate.

* Denotes a non-standard contract/amendment

Risk Assessment: Loss of opportunity to enhance motorist safety at the highway-railroad grade crossing.
Cost Reduction: Improvements are on railroad property, and the owner, Michigan Sugar Company, is doing the work. Estimate reviewed to make sure costs are reasonable and valid.
Selection: N/A.
New Project Identification: Improvement to the existing highway-railroad grade crossing.
Zip Code: 48706.

55. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5377) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Double chip seal resurfacing work along South Portage Road from Highway US-2 to North Portage Road, including ditching, aggregate shoulder, and maintaining traffic work.

Estimated Funds:

Federal Highway Administration Funds	\$70,600
Mackinac County Road Commission Funds	<u>\$17,700</u>
Total Funds	<u>\$88,300</u>

STL 49002 - 78869
 Local Force Account

Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Will improve and extend the life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.
Commitment Level: 80% federal, 20% Mackinac County Road Commission.
Risk Assessment: Contract required in order for the County to receive these federal funds.
Cost Reduction: Local agency to perform the work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49781.

56. PASSENGER TRANSPORTATION - Time Extension
 Amendatory Contract (98-0792/A7) between MDOT and the City of Adrian will extend the contract term by six months to provide sufficient time for the City to purchase property and complete the design of a new transportation facility. The purchase of the property has been delayed because the City experienced trouble locating acceptable property for a new transportation facility. The site selection was further delayed because sites were re-evaluated due to a change in city management. An acceptable parcel has been identified contingent upon the final results of an environmental assessment, and additional property has been selected in case the environmental assessment is not acceptable. The engineering and design work has been completed, but additional time will be needed to complete the development of the construction documents once a site is selected. The original contract provides state matching funds for the City's FY 1998 Federal Section 5309 Capital Discretionary Program grant. The contract amount remains unchanged at \$65,000. The revised contract term will be September 22, 1998, through March 31, 2007. Source of Funds: Federal Transit Administration (FTA) Funds- \$52,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,000.

Purpose/Business Case: To provide for a six-month time extension to provide sufficient time for the City to purchase property and complete the design of a new transit facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$52,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49221.

57. *PASSENGER TRANSPORTATION - Novation, Renewal/Extension

Amendatory Contract (99-0756/A1) between MDOT, the Thunder Bay Transportation Corporation (TBTC), and the Thunder Bay Transportation Authority (TBTA) will provide for the reassignment of contract responsibilities and equipment from TBTC to TBTA and will renew the contract and extend the contract term. The contract is being novated due to the creation of TBTA to provide more efficient transportation services for the residents of Alpena, Alcona, and Montmorency Counties. The original contract provided FY 1999 Federal Section 5310 Elderly and Persons with Disabilities Program grant funds for the purchase of five buses. The revised contract term will be from September 13, 1999, through September 12, 2002, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$433,000. Source of Funds: Federal Transit Administration (FTA) Funds - \$346,400; FY 2000 State Restricted Comprehensive Transportation Funds - \$86,600.

Purpose/Business Case: To provide for the novation of a contract that provides FY 1999 Federal Section Elderly and Persons with Disabilities Program grant funds and state matching funds for the administration of public transportation services in Alpena, Alcona, and Montmorency Counties and to renew the contract and extend the contract term.

Benefit: All public transportation services in the three-county area will be coordinated by one agency.

Source of Funds: FTA Funds - \$346,400; FY 2000 State Restricted Comprehensive Transportation Funds - \$86,600.

Commitment Level: Contract amounts are based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that public transportation services in the three-county area could be reduced or eliminated, and services, if provided, would be provided in a less efficient manner.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 49707.

58. *PASSENGER TRANSPORTATION - Novation, Renewal/Extension

Amendatory Contract (2000-0849/A1) between MDOT, the Thunder Bay Transportation Corporation (TBTC), and the Thunder Bay Transportation Authority (TBTA) will provide for the reassignment of contract responsibilities and equipment from TBTC to TBTA and will renew the contract and extend the contract term. The contract is being novated due to the creation of TBTA to provide more efficient transportation services for the residents of Alpena, Alcona, and Montmorency Counties. The original contract provided FY 2000 Federal Section 5310 Elderly and Persons with Disabilities Program grant funds for the purchase of four buses. The revised contract term will be from September 28, 2000, through September 27, 2003, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$368,710. Source of Funds: Federal Transit Administration (FTA) Funds - \$294,968; FY 2000 State Restricted Comprehensive Transportation Funds - \$73,742.

Purpose/Business Case: To provide for the novation of a contract that provides FY 2000 Federal Section Elderly and Persons with Disabilities Program grant funds and state matching funds for the administration of public transportation services in Alpena, Alcona, and Montmorency Counties and to renew the contract and extend the contract term.

Benefit: All public transportation services in the three-county area will be coordinated by one agency.

Source of Funds: FTA Funds - \$294,968; FY 2000 State Restricted Comprehensive Transportation Funds - \$73,742.

Commitment Level: Contract amounts are based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that public transportation services in the three-county area could be reduced or eliminated, and services, if provided, would be provided in a less efficient manner.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 49707.

59. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (2001-0527/A2) between MDOT and the City of Adrian will extend the contract term by approximately twenty-seven months to provide sufficient time for the City to construct a new transportation facility. The purchase of property for the facility has been delayed because the City experienced trouble locating acceptable property. The site selection was further delayed because potential sites were re-evaluated due to a change in city management. An acceptable parcel has been identified contingent upon the final results of an environmental assessment, and additional property has been selected in case the environmental assessment is not acceptable. The engineering and design work has been completed, but additional time is needed for the development of the construction documents and the construction of the facility. The original contract provides state matching funds for the City's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be September 14, 2001, through December 31, 2008. The contract amount remains unchanged at \$417,565. Source of Funds: Federal Transit Administration (FTA) Funds - \$334,052; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$83,513.

Purpose/Business Case: To extend the contract term by approximately twenty-seven months to provide sufficient time for the City to construct a new transportation facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$334,052; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$83,513.

Commitment Level: Contract amount is based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49221.

60. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (2001-0850/A2) between MDOT and the City of Adrian will extend the contract term by approximately twenty-seven months to provide sufficient time for the City to construct a new transportation facility. The purchase of property for the facility has been delayed because the City experienced trouble locating acceptable property. The site selection was further delayed because potential sites were re-evaluated due to a change in city management. An acceptable parcel has been identified contingent upon the final results of an environmental assessment, and additional property has been selected in case the environmental assessment is not acceptable. The engineering and design work has been completed, but additional time is needed for the development of the construction documents and the construction of the facility. The original contract provides state matching funds for the City's FY 2001 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised contract term will be September 28, 2001, through December 31, 2008. The contract amount remains unchanged at \$468,750. Source of Funds: Federal Transit Administration (FTA) Funds - \$375,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$93,750.

Purpose/Business Case: To extend the contract term by approximately twenty-seven months to provide sufficient time for the City to complete the construction of a new transportation facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$375,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$93,750.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49221.

61.-

127. PASSENGER TRANSPORTATION - Section 5311 Operating Program

The following revised project authorizations issued under master agreements between MDOT and the following agencies will provide additional FY 2006 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds for nonurban public transportation services. The total amount added to the project authorizations will be \$1,377,530. Payment to the local agencies will not exceed 17 percent of their final eligible expenses. The funding is 100 percent Federal Transit Administration (FTA) funds; state funds are not required. The terms of the authorizations remain unchanged, October 1, 2005, through September 30, 2006. The terms of the master agreements for the Mecosta Osceola Transit Authority (MOTA), the Roscommon County Transportation Authority (RCTA), and the St. Joseph County Transportation Authority (SJCTA) are from October 1, 2002, until the last obligations between the parties have been fulfilled. The MOTA, RCTA, and SJCTA master agreements include authorizations for program years FY 2003 through FY 2006. The term of the master agreement for the Thunder Bay Transportation Authority (TBTA) is from October 1, 2004, until the last obligation between the parties has been fulfilled. The TBTA master agreement includes authorizations for program years FY 2005 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The remaining master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FTA Funds - \$11,709,055.

	<u>Agreement/ Auth. Number</u>	<u>Agency</u>	<u>Revision Amount</u>	<u>Total</u>
61.	2002-0002/Z11/R1	Adrian, City of	\$ 8,036	\$ 68,303
62.	2002-0003/Z19/R1	Allegan County Board of Commissioners	\$13,706	\$116,506
63.	2002-0004/Z12/R1	Alma, City of	\$ 8,458	\$ 71,894
64.	2002-0005/Z13/R1	Alpena, City of	\$ 9,772	\$ 83,062
65.	2002-0006/Z21/R1	ALTRAN Transit Authority (Alger County)	\$14,421	\$122,575
66.	2002-0007/Z20/R1	Ann Arbor Transportation Authority	\$13,660	\$116,110
67.	2002-0008/Z12/R1	Antrim County Board of Commissioners	\$13,514	\$114,869
68.	2002-0011/Z10/R1	Barry County Board of Commissioners	\$11,268	\$ 95,774
69.	2002-0012/Z22/R1	Bay Area Transportation Authority (Grand Traverse County)	\$93,026	\$790,721
70.	2002-0014/Z30/R1	Bay Metropolitan Transportation Authority (Arenac County)	\$ 9,021	\$ 76,676
71.	2002-0014/Z31/R1	Bay Metropolitan Transportation Authority (Bay County)	\$59,060	\$502,013
72.	2002-0016/Z9/R1	Belding, City of	\$ 3,949	\$ 33,565
73.	2002-0018/Z15/R1	Berrien County Board of Commissioners	\$26,204	\$222,734
74.	2002-0019/Z7/R1	Big Rapids, City of	\$ 6,030	\$ 51,255
75.	2002-0020/Z14/R1	Blue Water Area Transportation Commission (St. Clair County)	\$51,836	\$440,607
76.	2002-0021/Z21/R1	Branch Area Transit Authority	\$22,577	\$191,908
77.	2002-0023/Z13/R1	Cadillac/Wexford Transit Authority	\$26,394	\$224,349
78.	2002-0024/Z25/R1	Capital Area Transportation Authority (Ingham County)	\$24,512	\$208,354
79.	2002-0025/Z9/R1	Caro Transit Authority	\$13,969	\$118,741
80.	2002-0026/Z10/R1	Cass County Transportation Authority	\$11,105	\$ 94,393

* Denotes a non-standard contract/amendment

	<u>Agreement/ Auth. Number</u>	<u>Agency</u>	<u>Revision Amount</u>	<u>Total</u>
81.	2002-0027/Z13/R1	Charlevoix County Board of Commissioners	\$21,105	\$179,389
82.	2002-0028/Z15/R1	Cheboygan County Board of Commissioners	\$10,762	\$ 91,481
83.	2002-0029/Z15/R1	Clare County Board of Commissioners	\$22,842	\$194,156
84.	2002-0030/Z14/R1	Crawford County Transportation Authority	\$27,504	\$233,783
85.	2002-0031/Z15/R1	Delta Area Transit Authority	\$14,800	\$125,800
86.	2002-0034/Z6/R1	Dowagiac, City of	\$ 3,698	\$ 31,433
87.	2002-0035/Z20/R1	Eastern U. P. Transportation Authority (Chippewa County)	\$ 8,268	\$ 70,277
88.	2002-0036/Z14/R1	Eaton County Transportation Authority	\$42,973	\$365,271
89.	2002-0038/Z17/R1	Gladwin County Board of Commissioners	\$24,948	\$212,058
90.	2002-0039/Z10/R1	Gogebic County Transit	\$ 8,268	\$ 70,283
91.	2002-0041/Z20/R1	Greater Lapeer Transportation Authority	\$35,735	\$303,753
92.	2002-0042/Z10/R1	Greenville, City of	\$ 7,757	\$ 65,935
93.	2002-0044/Z9/R1	Hillsdale, City of	\$ 9,618	\$ 81,753
94.	2002-0046/Z14/R1	Houghton, City of	\$ 7,506	\$ 63,801
95.	2002-0047/Z10/R1	Huron County Board of Commissioners	\$29,040	\$246,840
96.	2002-0048/Z11/R1	Interurban Transit Authority (Allegan County)	\$11,141	\$ 94,701
97.	2002-0050/Z16/R1	Ionia, City of	\$11,338	\$ 96,373
98.	2002-0052/Z12/R1	Iosco County Board of Commissioners	\$ 5,592	\$ 47,531
99.	2002-0053/Z16/R1	Isabella County Transportation Commission	\$62,822	\$533,993
100.	2002-0054/Z17/R1	Jackson Transportation Authority, City of	\$26,463	\$224,935
101.	2002-0055/Z20/R1	Kalamazoo, City of	\$44,942	\$382,011
102.	2002-0057/Z11/R1	Kalkaska Public Transit Authority	\$15,400	\$130,900
103.	2002-0059/Z16/R1	Lenawee County Board of Commissioners	\$ 7,990	\$ 67,915
104.	2002-0061/Z15/R1	Ludington Mass Transportation Authority	\$23,200	\$197,200
105.	2002-0063/Z8/R1	Manistee County Board of Commissioners	\$24,360	\$207,060
106.	2002-0064/Z23/R1	Marquette County Transit Authority	\$53,149	\$451,767
107.	2002-0065/Z7/R1	Marshall, City of	\$ 7,439	\$ 63,237
108.	2002-0066/Z32/R1	Mass Transportation Authority (Genesee County)	\$19,121	\$162,527
109.	2002-0068/Z9/R1	Midland, City of	\$30,475	\$259,030
110.	2002-0069/Z13/R1	Midland County Board of Commissioners	\$29,082	\$247,201
111.	2002-0070/Z11/R1	Milan, City of	\$ 7,473	\$ 63,525
112.	2002-0076/Z11/R1	Ogemaw County Board of Commissioners	\$ 8,995	\$ 76,457
113.	2002-0077/Z9/R1	Ontonagon County Board of Commissioners	\$10,182	\$ 86,551
114.	2002-0079/Z17/R1	Otsego County Board of Commissioners	\$34,871	\$296,409
115.	2002-0082/Z16/R1	Saginaw Transit Authority Regional Services	\$ 6,323	\$ 53,749
116.	2002-0083/Z9/R1	Sanilac County Board of Commissioners	\$20,192	\$171,632
117.	2002-0084/Z10/R1	Sault Ste. Marie, City of	\$ 7,600	\$ 64,603
118.	2002-0085/Z12/R1	Schoolcraft County Board of Commissioners	\$ 8,600	\$ 73,100
119.	2002-0086/Z21/R1	Shiawassee Area Transportation Agency	\$16,026	\$136,220

* Denotes a non-standard contract/amendment

	<u>Agreement/ Auth. Number</u>	<u>Agency</u>	<u>Revision Amount</u>	<u>Total</u>
120.	2002-0088/Z34/R1	Suburban Mobility Authority for Regional Transportation (Wayne County)	\$18,339	\$155,880
121.	2002-0092/Z15/R1	Van Buren County Board of Commissioners	\$11,417	\$ 97,048
122.	2002-0093/Z17/R1	Yates Township	\$33,027	\$280,728
123.	2002-0095/Z12/R1	Clinton Area Transit System	\$11,294	\$ 96,005
124.	2002-0693/Z14/R1	St. Joseph County Transportation Authority	\$15,742	\$133,807
125.	2005-0345/Z7/R1	Roscommon County Transportation Authority	\$35,809	\$304,377
126.	2006-0056/Z1/R1	Thunder Bay Transportation Authority	\$25,685	\$218,319
127.	2006-0058/Z1/R1	Mecosta Osceola Transit Authority	\$18,099	\$153,842

Purpose/Business Case: To provide additional FY 2006 Federal Section 5311 Operating Assistance funds for nonurban public transportation services.

Benefit: These federal funds will help support the levels of public transportation provided in these nonurban areas.

Funding Source: FTA Funds - \$11,709,055.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these revisions is the loss of federal funds.

Cost Reduction: Authorization amounts are determined by FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 48909.

128.-

155. PASSENGER TRANSPORTATION - Section 5311 Capital Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2006 Federal Section 5311 Nonurbanized Area Formula Capital Program (Economic Development Fund - Category D, Small Cities 5,000-50,000, Surface Transportation, and Congestion Mitigation and Air Quality Improvement Programs) grant. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$2,229,021. Toll credits in the amount of \$102,583 will be allocated as match for non-bus and non-transit facility line items. The terms of the master agreements for the St. Joseph County Transportation Authority, the Mecosta Osceola Transit Authority, and the Roscommon County Transportation Authority are from October 1, 2002, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. These remaining master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,885,799; FY 2006 State Restricted Comprehensive Transportation Funds - \$343,222.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
128.	2002-0002/Z12	Adrian, City of	(1) Bus	\$ 60,000
129.	2002-0003/Z20	Allegan County Board of Commissioners	Communication Equip. Computers and Software	\$ 40,000 \$ 40,345
130.	2002-0006/Z24	ALTRAN Transit Authority	Roof Communication and Dispatch Equipment Tools and Vacuum Computers	\$ 25,000 \$ 24,000 \$ 9,500 \$ 6,500
131.	2002-0011/Z12	Barry County Board of Commissioners	Maintenance Equipment Phone system	\$ 40,000 \$ 5,200
132.	2002-0012/Z23	Bay Area Transportation Authority	Facility Construction (1) Van	\$ 87,500 \$ 12,500
133.	2002-0023/Z15	Cadillac/Wexford Transit Authority	(1) Bus	\$ 55,000
134.	2002-0026/Z11	Cass County Transportation Authority	(2) Buses	\$115,000
135.	2002-0027/Z15	Charlevoix County Board of Commissioners	(1) Bus Computer, Software and Technical Support	\$ 81,715 \$ 8,628
136.	2002-0029/Z16	Clare County Board of Commissioners	Computer, Server and Software Communication Equipment	\$ 20,000 \$ 5,000
137.	2002-0031/Z16	Delta Area Transit Authority	(1) Bus	\$ 60,000
138.	2002-0035/Z22	Eastern Upper Peninsula Transportation Authority	Maintenance Equipment (1) Van	\$ 60,800 \$ 31,250
139.	2002-0038/Z18	Gladwin County Board of Commissioners	Facility Renovation	\$ 62,500
140.	2002-0039/Z11	Gogebic County Transit	(1) Bus	\$ 64,000
141.	2002-0041/Z22	Greater Lapeer Transportation Authority	Computer Equipment Emission Retrofit Kits	\$ 16,000 \$ 62,468
142.	2002-0047/Z11	Huron County Board of Commissioners	Facility Updates	\$ 40,000
143.	2002-0053/Z17	Isabella County Transportation Commission	Administrative Vehicle Facility Renovation	\$ 36,000 \$ 62,000
144.	2002-0059/Z17	Lenawee County Board of Commissioners	Bus Tires (2) Buses	\$ 8,000 \$180,000
145.	2002-0061/Z16	Ludington Mass Transportation Authority	Up to (2) Buses	\$117,645
146.	2002-0063/Z9	Manistee County Board of Commissioners	Radio System Replacement Maintenance Equipment Computer	\$ 27,200 \$ 6,000 \$ 10,000
147.	2002-0064/Z25	Marquette County Transit Authority	Facility Construction	\$125,000
148.	2002-0070/Z12	Milan, City of	Communication Equipment Tool Enhancement	\$ 23,000 \$ 270
149.	2002-0077/Z10	Ontonagon County Board of Commissioners	(2) Buses	\$120,000

* Denotes a non-standard contract/amendment

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
150.	2002-0083/Z10	Sanilac County Board of Commissioners	Maintenance Equipment	\$ 64,000
151.	2002-0085/Z13	Schoolcraft County Board of Commissioners	Pave Parking Lot/Driveway	\$ 62,500
152.	2002-0092/Z16	Van Buren County Board of Commissioners	(1) Bus	\$ 58,000
			(1) Minivan	\$ 19,000
153.	2002-0093/Z18	Yates Township	(1) Bus	\$100,000
	2002-0693/Z15	St. Joseph County Transportation Authority	(1) Bus	\$ 85,000
			Facility Improvements	\$ 21,250
154.	2005-0345/Z9	Roscommon County Transportation Authority	(1) Bus	\$ 40,000
155.	2006-0058/Z7	Mecosta Osceola Transit Authority	Facility Improvements	\$ 31,250

Purpose/Business Case: To provide federal funds and state matching funds for capital items for eligible transit agencies under the FY 2006 Section 5311 Nonurbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,885,799; FY 2006 State Restricted Comprehensive Transportation Funds - \$343,222.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

156. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z7/R1) under Master Agreement (2002-0004) between MDOT and the City of Alma will extend the authorization term by two years and change the line item description from radio upgrade to communication equipment. The City of Alma has experienced delays in acquiring adequate funding to complete construction of the new facility; this time extension and scope change will allow the City to use the remaining funds for needed communication equipment upon completion of the new facility. The scope change has been approved by the Rural Task Force. The original authorization provides state matching funds for the City's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be November 25, 2003, through November 24, 2008. The authorization amount remains unchanged at \$71,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$57,200; FY 2004 State Restricted Comprehensive Transportation Funds - \$14,300.

Purpose/Business Case: To provide for a scope change and a two year time extension to provide sufficient time for the City of Alma to purchase and install needed communication equipment upon completion of the new facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$57,200; FY 2004 State Restricted Comprehensive Transportation Funds - \$14,300.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

* Denotes a non-standard contract/amendment

New Project Identification: This is not a new project.
Zip Code: 48801.

157. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z21) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of maintenance equipment, bus shelters, automatic data processing hardware and software, and support vehicles and for facility rehabilitation/renovation, comprehensive planning, capital cost of contracting, and preventive maintenance. The authorization will be in effect from April 12, 2006, through April 11, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,352,000. Toll credits in the amount of \$294,400 will be allocated as match for non-facility items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,176,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$176,000.

Purpose/Business Case: To provide state matching funds for AATA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,176,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$176,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

158. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z22) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,840,845. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,272,676; FY 2006 State Restricted Comprehensive Transportation Funds - \$568,169.

Purpose/Business Case: To provide state matching funds for AATA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,272,676; FY 2006 State Restricted Comprehensive Transportation Funds - \$568,169.

* Denotes a non-standard contract/amendment

Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this authorization is the loss of federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 48104.

159. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z23) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,759,155. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,007,324; FY 2006 State Restricted Comprehensive Transportation Funds - \$751,831.

Purpose/Business Case: To provide state matching funds for AATA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,007,324; FY 2006 State Restricted Comprehensive Transportation Funds - \$751,831.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

160.-

163. PASSENGER TRANSPORTATION - Section 5309 Capital Program

The following project authorizations issued under master agreements between MDOT and the following eligible transit agencies will provide state matching funds for capital items under the FY 2006 Federal Section 5309 Capital Discretionary Program grant. The projects are funded at 80 percent federal and 20 percent state match. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$1,946,450. The term of the master agreement for the Mecosta Osceola Transit Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The remaining master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,557,160; FY 2006 State Restricted Comprehensive Transportation Funds - \$389,290.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
160.	2002-0011/Z14	Barry County Board of Commissioners	Buses (6)	\$660,960
161.	2002-0021/Z23	Branch Area Transit Authority	Buses (4)	\$272,040
162.	2002-0064/Z27	Marquette County Transit Authority	Buses (9)	\$704,195
163.	2006-0058/Z9	Mecosta Osceola Transit Authority	Buses (4)	\$309,255

Purpose/Business Case: To provide federal and state matching funding for eligible transit agencies for capital items under the FY 2006 Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,557,160; FY 2006 State Restricted Comprehensive Transportation Funds - \$389,290.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

164. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z17) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will provide state matching funds for the City's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of seven buses. The authorization will be in effect from June 20, 2006, through June 19, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,485,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,188,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$297,000.

Purpose/Business Case: To provide state matching funds for the city's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of seven buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,188,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$297,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49017.

165. PASSENGER TRANSPORTATION - Section 5307/STP Program

Project Authorization (Z18) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will provide state matching funds for the City's FY 2006 Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program grant for the purchase of two vans and the renovation of the vehicle locator system. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$180,000. Toll credits in the amount of \$10,000 will be allocated as match for the renovation of the vehicle locator system. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$154,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$26,000.

Purpose/Business Case: To provide state matching funds for the City's FY 2006 Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program grant for the purchase of two vans and the renovation of the vehicle locator system.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$154,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$26,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49016.

166. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z19) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will provide state matching funds for the City's FY 2006 Section 5307 Urbanized Area Formula Capital Program/Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of one bus and surveillance and security equipment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$274,896. Toll credits in the amount of \$1,579 will be allocated as match for the purchase of the surveillance and security equipment. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$221,496; FY 2006 State Restricted Comprehensive Transportation Funds - \$53,400.

Purpose/Business Case: To provide state matching funds for the City of Battle Creek's FY 2006 Section 5307 Urbanized Area Formula Capital/CMAQ Program grant for the purchase of one bus and surveillance and security equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$221,496; FY 2006 State Restricted Comprehensive Transportation Funds - \$53,400.

* Denotes a non-standard contract/amendment

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49017.

167. PASSENGER TRANSPORTATION - Intercity Terminal

Project Authorization (Z32) under Master Agreement (2002-0014) between MDOT and the Bay Metropolitan Transportation Authority, in Bay City, will provide FY 2006 Intercity Terminal funding for the installation of an employee restroom, improvements to two terminal restrooms, improvements to exterior terminal lighting, and repairs/improvements to the terminal roof at the intermodal terminal in Bay City. The authorization will be in effect from the date of award through two years. The authorization amount will be \$40,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$40,000.

Purpose/Business Case: To provide FY 2006 Intercity Terminal funding for the installation of an employee restroom, improvements to two terminal restrooms, improvements to exterior terminal lighting, and repairs/improvements to the terminal roof at the intermodal terminal in Bay City.

Benefit: To increase public safety through an improved transportation infrastructure.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$40,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the needed intermodal terminal work will not be completed.

Cost Reduction: Project will be competitively bid and the low bid accepted.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48708.

168. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z35) under Master Agreement (2002-0014) between MDOT and the Bay Metropolitan Transportation Authority (BMTA), in Bay County, will provide state matching funds for BMTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of a van and facility and maintenance equipment and for facility improvements. The authorization will be in effect from July 6, 2006, through July 5, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is a one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$173,000. Toll credits in the amount of \$9,600 will be allocated as match for the facility and maintenance equipment. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$148,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$25,000.

Purpose/Business Case: To provide state matching funds for BMTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$148,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$25,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48708.

169. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z18) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will provide state matching funds for BWATC's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the construction of an administration and maintenance facility. The authorization will be in effect from May 5, 2006, through May 4, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,237,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$990,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$247,500.

Purpose/Business Case: To provide state matching funds for BWATC's FY 2006 Federal Section 5309 program grant for the construction of an administration and maintenance facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$990,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$247,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this authorization is not approved, federal funds may be lost and the needed facility work will not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new facility construction project.

Zip Code: 48060.

170. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z19) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will provide state matching funds for BWATC's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of small buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,735,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,188,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$547,000.

Purpose/Business Case: To provide state matching funds for BWATC's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Federal CMAQ Improvement Program grant for the purchase of small buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,188,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$547,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48060.

171.-

176. PASSENGER TRANSPORTATION - Section 5309 Capital Program

The following project authorizations issued under master agreements between MDOT and the following eligible transit agencies will provide state matching funds for capital items under the FY 2006 Federal Section 5309 Capital Discretionary Program grant. The projects are funded at 80 percent federal and 20 percent state match. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$504,622. The terms of the master agreements for the City of Hancock and the Roscommon County Transportation Authority are from October 1, 2002, until the last obligations between the parties have been fulfilled. The City of Hancock and the Roscommon County Transportation Authority master agreements include authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. These remaining master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$403,698; FY 2006 State Restricted Comprehensive Transportation Funds - \$100,924.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
171.	2002-0022/Z6	Buchanan, City of	Buses (3)	\$161,860
172.	2002-0025/Z11	Caro Transit Authority	Bus	\$ 51,295
173.	2002-0030/Z18	Crawford County Transportation Authority	Bus	\$ 27,777
174.	2002-0069/Z15	Midland County Board of Commissioners	Buses (2)	\$108,050
175.	2003-0224/Z9	Hancock, City of	Buses (2)	\$103,996
176.	2005-0345/Z11	Roscommon County Transportation Authority	Bus	\$ 51,644

Purpose/Business Case: To provide federal and state matching funding for capital items for eligible transit agencies under the FY 2006 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$403,698; FY 2006 State Restricted Comprehensive Transportation Funds - \$100,924.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

177. PASSENGER TRANSPORTATION - Section 5309 Capital Program

Project Authorization (Z17) under Master Agreement (2002-0023) between MDOT and the Cadillac/Wexford Transit Authority will provide state matching funds for the Authority's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of property and for facility construction. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$845,626. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$676,501; FY 2005 State Restricted Comprehensive Transportation Funds - \$169,125.

Purpose/Business Case: To provide federal and state matching funding for the Authority's FY 2006 Federal Section Capital Discretionary Program grant for the purchase of property and for facility construction.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$676,501; FY 2005 State Restricted Comprehensive Transportation Funds - \$169,125.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49601.

178. PASSENGER TRANSPORTATION - Section 5311(f) Program

Project Authorization (Z18) under Master Agreement (2002-0023) between MDOT and the Cadillac/Wexford Transit Authority will provide FY 2005 Federal Section 5311(f) Intercity Bus Program grant funds and State Intercity Terminal funds for the construction of an intermodal facility in Cadillac. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$150,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$120,000; FY 2005 State Restricted Comprehensive Transportation Funds - \$30,000.

Purpose/Business Case: To provide FY 2005 Federal Section 5311(f) Intercity Bus Program grant funds and State Intercity Terminal funds for the construction of an intermodal facility in Cadillac.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$120,000; FY 2005 State Restricted Comprehensive Transportation Funds - \$30,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this authorization is not approved, federal funds may be lost and the intermodal facility may not be completed.

Cost Reduction: The project will be competitively bid and the most responsive bidder's proposal will be accepted.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49601.

179. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z28) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds for CATA's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of large buses and Intelligent Transportation System (ITS)/automated vehicle locator (AVL) equipment. The authorization will be in effect from June 26, 2006, through June 25, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,217,500. Toll credits in the amount of \$148,500 will be allocated as match for the ITS/AVL equipment line item. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,722,500; FY 2006 State Restricted Comprehensive Transportation Funds - \$495,000.

Purpose/Business Case: To provide state matching funds for CATA's FY 2006 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,722,500; FY 2006 State Restricted Comprehensive Transportation Funds - \$495,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48910.

180. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z29) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds for CATA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the conduct of a public education campaign and the purchase of a large hybrid replacement bus. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$330,900. Toll credits in the amount of \$26,000 will be allocated as match for the public education campaign line item. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$290,720; FY 2006 State Restricted Comprehensive Transportation Funds - \$40,180.

Purpose/Business Case: To provide state matching funds for CATA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Federal CMAQ Improvement Program grant for the conduct of a public education campaign and the purchase of a large hybrid replacement bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$290,720; FY 2006 State Restricted Comprehensive Transportation Funds - \$40,180.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48910.

181. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z26) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of communication equipment and signage, for preventive maintenance, for bus rehabilitation, and for public participation involvement and comprehensive planning/engineering services. The authorization will be in effect from June 28, 2006, through June 27, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$25,681,731. Toll credits in the amount of \$3,336,346 will be allocated as match for the preventive maintenance, communications equipment, signage, and public participation involvement line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$23,881,731; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,800,000.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$23,881,731; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,800,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

182. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z27) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of service/support vehicles, communication equipment, transit safety and security equipment, and transit enhancement equipment and for preventive maintenance, comprehensive planning/engineering, and facility improvements and renovation. The authorization will be in effect from August 30, 2005, through August 29, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$24,968,280. Toll credits in the amount of \$3,760,173 will be allocated as match for all line items except facility renovation and a portion of comprehensive planning/engineering. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$23,734,797; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,233,483.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$23,734,797; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,233,483.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

183. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z28) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the lease or purchase of large buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,906,250. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,125,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$781,250.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Federal CMAQ Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,125,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$781,250.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

184. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z29) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the lease and/or purchase of large buses, for facility engineering and design, and for the purchase of fare equipment. The authorization will be in effect from July 20, 2006, through July 19, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$11,898,038. Toll credits in the amount of \$152,286 will be allocated as match for the fare equipment line item. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$9,670,715; FY 2006 State Restricted Comprehensive Transportation Funds - \$2,227,323.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2006 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$9,670,715; FY 2006 State Restricted Comprehensive Transportation Funds - \$2,227,323.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

185. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z14) under Master Agreement (2002-0040) between MDOT and the City of Grand Haven will provide state matching funds for the City's FY 2005 Federal Section 5309 Capital Discretionary Program grant for facility renovation and for the purchase of a bus and support vehicle. The authorization will be in effect from the federal grant effective date through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$237,346. Toll credits in the amount of \$4,480 will also be allocated as match for all line items except for bus purchases and facility projects. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$194,357; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$42,989.

Purpose/Business Case: To provide state matching funds for the City of Grand Haven's FY 2005 Section 5309 Capital Discretionary Program grant for facility renovation and the purchase of a bus and support vehicle.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$194,357; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$42,989.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49417.

186. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z15) under Master Agreement (2002-0040) between MDOT and the City of Grand Haven, in Ottawa County, will provide state matching funds for the City's FY 2006 Federal Section 5309 Capital Discretionary Program grant for facility renovation and the purchase of buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$499,950. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$399,960; FY 2006 State Restricted Comprehensive Transportation Funds - \$99,990.

Purpose/Business Case: To provide state matching funds for the City of Grand Haven's FY 2006 Section 5309 Capital Discretionary Program grant for facility renovation and the purchase of buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$399,960; FY 2006 State Restricted Comprehensive Transportation Funds - \$99,990.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49417.

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196. PASSENGER TRANSPORTATION - Section 5309 Capital Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2006 Federal Section 5309 Capital Discretionary Program grant. The authorizations will be in effect from the effective date of the federal grant through three years. The total amount of the authorizations will be \$5,160,153. Toll credits in the amount of \$74,347 will be allocated as match. These project authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The terms of the master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds (FTA) Funds - \$4,202,469; FY 2006 State Restricted Comprehensive Transportation Funds - \$957,684.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
187.	2002-0041/Z23	Greater Lapeer Transp. Authority	Buses (4) Facility Construction Computer Equipment Maintenance Equipment	\$320,000 \$233,750 \$ 20,000 \$ 32,000
188.	2002-0044/Z10	Hillsdale, City of	Facility Construction	\$618,750
189.	2002-0050/Z17	Ionia, City of	Buses (3) Communication Equipment	\$178,200 \$112,311
190.	2002-0057/Z12	Kalkaska Public Transit Authority	Facility Construction	\$495,000
191.	2002-0061/Z17	Ludington Mass Transp. Authority	Buses (4) Dispatch System Office Furniture	\$281,000 \$ 80,000 \$ 12,000
192.	2002-0064/Z6	Marquette County Transit Authority	Bus (1) Facility Construction Facility Improvements Maintenance Equipment Computer Equipment Office Equipment	\$ 97,544 \$371,250 \$ 7,500 \$ 72,000 \$ 30,000 \$ 13,423
193.	2002-0068/Z10	Midland, City of	Buses (7)	\$452,925
194.	2002-0069/Z14	Midland County Board of Commissioners	Buses (11)	\$618,750
195.	2002-0083/Z11	Sanilac County Board of Commissioners	Facility Construction	\$618,750
196.	2002-0093/Z19	Yates Township	Buses (5)	\$495,000

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide federal funds and state matching funds for capital items under the FY 2006 Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,202,469; FY 2006 State Restricted Comprehensive Transportation Funds - \$957,684.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

197. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z6) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide state matching funds for Holland's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the construction of a bus station. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$309,375. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$247,500; FY 2006 State Restricted Comprehensive Transportation Funds - \$61,875.

Purpose/Business Case: To provide state matching funds for the City of Holland's FY 2006 Section 5309 Capital Discretionary Program grant for the construction of a bus station.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$247,500; FY 2006 State Restricted Comprehensive Transportation Funds - \$61,875.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49423.

198. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z7) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide state matching funds for Holland's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and FY 2006 Federal Congestion Mitigation and Air Quality Improvement Program grant for Ozone Action programs, architecture and engineering work, facility renovation, and the purchase of shop and support equipment, computer hardware and software, and bus route signing. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,250,529. Toll credits in the amount of \$4,260 will be allocated as match for all line items except for bus purchases and facility projects. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,004,683; FY 2006 State Restricted Comprehensive Transportation Funds - \$245,596, City of Holland Funds - \$250.

Purpose/Business Case: To provide state matching funds for the City of Holland's FY 2006 Section 5307 Urbanized Area Formula Capital Program and FY 2006 Federal CMAQ Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,004,683; FY 2006 State Restricted Comprehensive Transportation Funds - \$245,596, City of Holland Funds - \$250.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49423.

199. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z8) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide state matching funds for the City's FY 2004 and FY 2005 Federal Section 5309 Capital Discretionary Program grant for the acquisition of real estate and the construction of a bus station. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,942,954. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,554,363; FY 2003 State Restricted Comprehensive Transportation Funds - \$388,591.

Purpose/Business Case: To provide the state matching funds for the City of Holland's FY 2004 and FY 2005 Section 5309 Capital Discretionary Program grant for the acquisition of real estate and the construction of a bus station.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,554,363; FY 2003 State Restricted Comprehensive Transportation Funds - \$388,591.

Commitment Level: Authorization amount is based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49423.

200. PASSENGER TRANSPORTATION - Section 3037 JARC Program

Project Authorization Revision (Z16/R1) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will extend the authorization term by two years to provide sufficient time for ITP to complete the project. The original authorization provided funds for home to work transportation, but because of unanticipated start up delays in the program, additional time is needed to utilize the unexpended project funding for transportation to work services. The original authorization provides state matching funds for ITP's FY 2003 Federal Section 3037 Job Access and Reverse Commute (JARC) Program grant. The revised authorization term will be December 8, 2003, through December 7, 2008. The authorization amount remains unchanged at \$1,858,498. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$929,249; FY 2004 State Restricted Comprehensive Transportation Funds - \$929,249.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for ITP to utilize the unexpended FY 2003 Federal Section 3037 JARC Program grant funds and state matching funds for home to work transportation services.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$929,249; FY 2004 State Restricted Comprehensive Transportation Funds - \$929,249.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

201. PASSENGER TRANSPORTATION - Section 5307/CMAQ/STP Program

Project Authorization Revision (Z30/R1) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide an additional \$1,059,450 in federal funds and \$236,850 in state matching funds for ITP's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program, Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Federal Surface Transportation Planning (STP) Program grant for bus park and ride lot improvements, commute alternatives programs, and the purchase of large and small buses. The original authorization provides state matching funds for ITP's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization amount will be \$7,918,695. Toll credits remain unchanged at \$652,408. The authorization term remains unchanged, June 7, 2006, through June 6, 2009. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$7,038,422; FY 2006 State Restricted Comprehensive Transportation Funds - \$880,273.

Purpose/Business Case: To provide an additional \$1,059,450 in federal funds and \$236,850 in state matching funds for the ITP's FY 2006 Federal Section 5307 Urbanized Area Formula Capital/CMAQ/STP Program grant for bus park and ride lot improvements, commute alternatives programs, and the purchase of large and small buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$7,038,422; FY 2006 State Restricted Comprehensive Transportation Funds - \$880,273.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

202. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z31) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide state matching funds for ITP's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of large buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$4,671,967. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,877,733; FY 2006 State Restricted Comprehensive Transportation Funds - \$794,234.

Purpose/Business Case: To provide state matching funds for ITP's FY 2006 Section 5309 Capital Discretionary Program grant for the purchase of large buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,877,733; FY 2006 State Restricted Comprehensive Transportation Funds - \$794,234.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

203. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization (Z32) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide state matching funds for ITP's FY 2006 Federal Section 5316 Job Access and Reverse Commute Program grant for transportation to work service. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$414,520. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$207,260; FY 2006 State Restricted Comprehensive Transportation Funds - \$207,260.

Purpose/Business Case: To provide state matching funds for ITP's FY 2006 Section 5316 Job Access and Reverse Commute Program grant.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$207,260; FY 2006 State Restricted Comprehensive Transportation Funds - \$207,260.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

204. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z33) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide state matching funds for ITP's FY 2004 and FY 2005 Federal Section 5309 Capital Discretionary Program grant to implement Intelligent Transportation System technologies. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,311,222. Toll credits in the amount of \$116,613 will be allocated as match for this project. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,165,591; FY 2006 State Restricted Comprehensive Transportation Funds - \$145,631.

Purpose/Business Case: To provide state matching funds for ITP's FY 2004 and FY 2005 Section 5309 Capital Discretionary Program grant for the implementation of Intelligent Transportation System technologies.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,165,591; FY 2006 State Restricted Comprehensive Transportation Funds - \$145,631.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

205. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z18) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority (JTA) will provide state matching funds for JTA's FY 2006 Federal Section 5309 Capital Discretionary Program grant for facility construction. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$618,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$495,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$123,750.

Purpose/Business Case: To provide state matching funds for JTA's FY 2006 Federal Section 5309 Capital Discretionary Program grant for facility construction.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$495,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$123,750.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49203.

206. PASSENGER TRANSPORTATION - Section 5307/EBL Program

Project Authorization (Z19) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority (JTA) will provide state matching funds for JTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Equity Bonus Limitation (EBL) Program grant for facility security projects and the purchase of two vans. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$127,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$102,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$23,000; JTA Funds - \$2,500.

Purpose/Business Case: To provide state matching funds for JTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and EBL Program grant for facility security projects and the purchase of two vans.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$102,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$23,000; JTA Funds - \$2,500.

Commitment Level: Authorization amount is based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49203.

207. PASSENGER TRANSPORTATION - Intercity Terminal Program

Project Authorization Revision (Z11/R2) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will add \$2,030,000 in federal funding, reduce state funding by \$180,000, and adjust funding between line items. Federal intercity bus funds were originally programmed for the construction/renovation of the Kalamazoo Transportation Center. Because the intercity bus carriers decided to utilize the airport terminal instead of the Downtown Transportation Center, the project was no longer eligible for federal intercity bus funds, which were removed from the authorization. As the intercity bus carriers will now be returning to the Downtown Transportation Center, federal funding is being restored to this project. The original authorization provides state and federal funding for the renovation/construction of the Kalamazoo Transportation Center. The authorization term remains unchanged, September 14, 2004, through September 13, 2007. The revised authorization amount will be \$4,058,730. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,030,000; FY 2002, FY 2004, and FY 2006 State Restricted Comprehensive Transportation Funds - \$2,028,730.

Purpose/Business Case: To provide for an addition of \$2,030,000 in federal funding, a reduction in state funding of \$180,000, and the adjustment of funding between line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,030,000; FY 2002, FY 2004, and FY 2006 State Restricted Comprehensive Transportation Funds - \$2,028,730.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is that the construction/renovation of the Kalamazoo Transportation Center will not be completed and federal funds may be lost.

Cost Reduction: The project will be completely bid by the City of Kalamazoo. The most responsive bidder's proposal will be accepted.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49007.

208. PASSENGER TRANSPORTATION - Section 5307/STP/CMAQ Programs

Project Authorization (Z22) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide state matching funds for the City's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program, Surface Transportation Planning (STP) Program, and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of bus passenger shelters, shop equipment, coin counting equipment, buses and vans, and one support vehicle. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$559,471. Toll credits in the amount of \$12,688 will be allocated as match for the purchase of non-bus line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$460,264; FY 2006 State Restricted Comprehensive Transportation Funds - \$99,207.

Purpose/Business Case: To provide federal funds and state matching funds for the City of Kalamazoo's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program, STP, and CMAQ Improvement Program grants for the purchase of bus passenger shelters, shop equipment, coin counting equipment, buses and vans, and one support vehicle.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$460,264; FY 2006 State Restricted Comprehensive Transportation Funds - \$99,207.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49007.

209. PASSENGER TRANSPORTATION - Section 5309 Capital Program

Project Authorization (Z23) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide state matching funds for the City's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of replacement buses and security equipment and for the construction of a facility. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$4,290,650. Toll credits in the amount of \$32,480 will be allocated as match for the security equipment. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,465,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$825,650.

Purpose/Business Case: To provide state matching funds for the City's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of replacement buses and security equipment and for the construction of a facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,465,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$825,650.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49007.

210. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z18) under Master Agreement (2002-0060) between MDOT and the Livingston County Board of Commissioners (CBC) will provide state matching funds for the CBC's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of two buses and miscellaneous support equipment and for facility renovations. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$187,298. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$149,838; FY 2006 State Restricted Comprehensive Transportation Funds - \$33,210; Livingston County Funds - \$4,250.

Purpose/Business Case: To provide state matching funds for the CBC's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of two buses and miscellaneous support equipment and for facility renovations.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$149,838; FY 2006 State Restricted Comprehensive Transportation Funds - \$33,210; Livingston County Funds - \$4,250.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48855.

211. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z19) under Master Agreement (2002-0060) between MDOT and the Livingston County Board of Commissioners (CBC) will provide state matching funds for the CBC's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of two buses. The authorization will be in effect from May 15, 2006, through May 14, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$209,525. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$167,620; FY 2002 State Restricted Comprehensive Transportation Funds - \$41,905.

Purpose/Business Case: To provide state matching funds for the CBC's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of two buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$167,620; FY 2002 State Restricted Comprehensive Transportation Funds - \$41,905.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48855.

212. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z28/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will increase federal funding by \$270,543, increase the state match by \$37,500, increase toll credits by \$24,109, add line items for bus rehabilitation/rebuilding and for the purchase of support vehicles, and adjust funding between line items to cover the costs of the new line items. This revision will reflect MTA's amendment to an existing federal grant. The original authorization provides state matching funds for the MTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, July 12, 2005, through July 11, 2008. The revised authorization amount will be \$3,691,832. The revised toll credit amount will be \$651,835. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,605,301; FY 2002, FY 2003, and FY 2006 State Restricted Comprehensive Transportation Funds - \$86,531.

Purpose/Business Case: To increase federal funds, the state match, and toll credits for MTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant, to add bus rehabilitation /rebuilding and the purchase of support vehicles, and to adjust funding between line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,605,301; FY 2002, 2003, and FY 2006 State Restricted Comprehensive Transportation Funds - \$86,531.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

213. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z31/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will increase federal funding by \$337,843 and toll credits by \$67,569. This revision reflects funding that had been withheld in FY 2005 by the Federal Transit Administration (FTA) pending reauthorization of the federal highway bill that has now been awarded by the FTA. The original authorization provides federal funding and toll credits for the MTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of an automated vehicle locator (AVL) system. The authorization term remains unchanged, August 30, 2005, through August 29, 2008. The revised authorization amount will be \$971,779. The revised toll credit amount will be \$194,356. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FTA Funds - \$971,779.

Purpose/Business Case: To increase federal funding by \$337,843 and toll credits by \$67,569 for MTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of an AVL system.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$971,779.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

214. PASSENGER TRANSPORTATION - Section 5307/STP Program

Project Authorization (Z34) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program (STP) grant for a facility construction project. The authorization will be in effect from May 12, 2006, through May 11, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,185,924. Toll credits in the amount of \$6,885 will be allocated as match for this project. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,755,624; FY 2003 State Restricted Comprehensive Transportation Funds - \$430,300.

Purpose/Business Case: To provide state matching funds for MTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and STP Program grant for a facility construction project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,755,624; FY 2003 State Restricted Comprehensive Transportation Funds - \$430,300.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

215. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z35) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the hydrogen fueling station construction project. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$854,085. Toll credits in the amount of \$45,817 will be allocated as match for this project. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$729,085; FY 2006 State Restricted Comprehensive Transportation Funds - \$125,000.

Purpose/Business Case: To provide state matching funds for MTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant for the hydrogen fueling station construction project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$729,085; FY 2006 State Restricted Comprehensive Transportation Funds - \$125,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

216. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z36) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of five vans. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$371,250. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$297,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$74,250.

Purpose/Business Case: To provide state matching funds for MTA's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of five vans.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$297,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$74,250.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

* Denotes a non-standard contract/amendment

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

217. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z37) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the renovation of a bus terminal and the purchase of property for transit service facilities. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$928,125. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$742,500; FY 2006 State Restricted Comprehensive Transportation Funds - \$185,625.

Purpose/Business Case: To provide state matching funds for MTA's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the renovation of a bus terminal and the purchase of property for transit service facilities.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$742,500; FY 2006 State Restricted Comprehensive Transportation Funds - \$185,625.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

218. PASSENGER TRANSPORTATION - Section 5316 JARC Program

Project Authorization (Z38) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), located in Genesee County, will provide state matching funds for MTA's FY 2006 Federal Section 5316 Job Access and Reverse Commute (JARC) Program grant. This program provides work related transportation to Genesee County residents accessing jobs in the counties of Oakland, Livingston, Lapeer, Saginaw, Washtenaw, and Genesee. The transportation services will be provided in FY 2006 and will continue into FY 2007. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$535,358. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$207,202; FY 2006 State Restricted Comprehensive Transportation Funds - \$328,156.

Purpose/Business Case: To provide state matching funds for MTA's FY 2006 Federal Section 5316 JARC Program grant for transportation to work services for Genesee County residents.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$207,202; FY 2006 State Restricted Comprehensive Transportation Funds - \$328,156.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not approving this authorization are that federal funds may be lost and the needed transportation to work services may not be provided.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a continuation of previous years' Job Access and Reverse Commute Program grants.

Zip Code: 48503.

219. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z39) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of new buses, maintenance equipment, engine transmissions, tires, computer software and hardware, Intelligent Transportation System hardware, signage, and bus shelters; for the rehabilitation of existing buses; and for facility lease and renovation. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$4,378,546. Toll credits in the amount of \$250,716 will be allocated as match for all non-bus and non-facility renovation related line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,753,553; FY 2006 State Restricted Comprehensive Transportation Funds - \$624,993.

Purpose/Business Case: To provide state matching funds for MTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,753,553; FY 2006 State Restricted Comprehensive Transportation Funds - \$624,993.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

220. PASSENGER TRANSPORTATION - Section 5307/STP Program

Project Authorization (Z40) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program (STP) grant for the bus terminal renovation. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,790,529. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,432,423; FY 2006 State Restricted Comprehensive Transportation Funds - \$358,106.

Purpose/Business Case: To provide state matching funds for MTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and STP Program grant for bus terminal renovation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,432,423; FY 2006 State Restricted Comprehensive Transportation Funds - \$358,106.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

221. PASSENGER TRANSPORTATION - Section 3037 Program

Project Authorization Revision (Z5/R3) under Master Agreement (2002-0069) between MDOT and the Midland County Board of Commissioners (CBC) will extend the authorization term by one year to provide sufficient time for the CBC to complete the installation of a computerized dispatching system. The phone system was not compatible with the new computerized dispatch system and had to be replaced before the installation of the computerized dispatch system equipment could be completed. The new phone system has now been installed, and dispatch system installation should be complete within one year. The original authorization provides state matching funds for the CBC's FY 2002 Section 3037 Job Access and Reverse Commute Program grant. The revised authorization term will be October 1, 2002, through September 30, 2007. The authorization amount remains unchanged at \$300,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$150,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$123,411; Michigan Department of Human Services (MDHS) Funds - \$26,589.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the CBC to complete the purchase and installation of a computerized dispatching system.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$150,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$123,411; MDHS Funds - \$26,589.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

* Denotes a non-standard contract/amendment

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48640.

222. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization (Z23) issued under Master Agreement (2002-0086) between MDOT and the Shiawassee Area Transportation Agency (SATA) will provide state matching funds for SATA's FY 2006 Federal Section 5311 Nonurbanized Area Formula Capital Program (Small Cities 5,000-50,000 and Surface Transportation Planning Program) grant for the purchase of buses, radios, and base stations. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$254,248. Toll credits in the amount of \$20,602 will be allocated as match for the radios and base stations. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$224,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$30,248.

Purpose/Business Case: To provide federal funds and state matching funds for the purchase of buses, radios, and base stations under SATA's FY 2006 Federal Section 5311 Nonurbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$224,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$30,248.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48867.

223. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z9/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Macomb, Oakland, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to purchase buses and vans. The extension is requested because subrecipients of the transit vehicles are reassessing their needs to determine if vans or buses best suit the demand in their communities. Furthermore, SMART is awaiting results of the August 2006 millage election before ordering the buses and vans to ensure that the communities receiving transit vehicles are still part of the SMART system. The original authorization provides state matching funds for SMART's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 9, 2002, through September 8, 2007. The authorization amount remains unchanged at \$2,611,201. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,088,961; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$522,240.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to complete the purchase of buses and vans under SMART's FY 2002 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,088,961; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$522,240.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

224. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z14/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Macomb, Oakland, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to purchase buses and vans. The extension is requested because the subrecipients of the transit vehicles are reassessing their needs to determine if vans or buses best suit demand in their communities. Furthermore, SMART is awaiting results of the August 2006 millage election before ordering the vehicles to ensure that the communities receiving buses and vans are still part of the SMART system. The original authorization provides state matching funds for SMART's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be September 16, 2003, through September 15, 2007. The authorization amount remains unchanged at \$860,406. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$688,325; FY 2002 State Restricted Comprehensive Transportation Funds - \$172,081.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to complete the purchase of buses and vans under SMART's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$688,325; FY 2002 State Restricted Comprehensive Transportation Funds - \$172,081.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48226.

225. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z36) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of a small hybrid replacement bus. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$475,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$380,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$95,000.

Purpose/Business Case: To provide state matching funds for SMART's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Federal CMAQ Improvement Program grant for the purchase of a small hybrid replacement bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$380,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$95,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

226. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z37) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of replacement and expansion buses, automatic data processing hardware and software, miscellaneous equipment, an automated vehicle locator system, and communications equipment and for preventive maintenance and facility renovation. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$8,766,510. Toll credits in the amount of \$609,792 will be allocated as match. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$7,623,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,143,510.

Purpose/Business Case: To provide state matching funds for SMART's FY 2006 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$7,623,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,143,510.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

227. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z38) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of shop equipment, security equipment, and a communications system and for facility rehabilitation/renovation. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$311,932. Toll credits in the amount of \$32,387 will be allocated as match for all non-facility line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$281,932; FY 2006 State Restricted Comprehensive Transportation Funds - \$30,000.

Purpose/Business Case: To provide state matching funds for SMART's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of shop equipment, security equipment, and a communications system and for facility rehabilitation/renovation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$281,932; FY 2006 State Restricted Comprehensive Transportation Funds - \$30,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

228. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z39) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of support vehicles, shop equipment, transit security equipment, bus shelters, landscaping/scenic beautification items, signage, and Americans with Disabilities Act compliant access improvement items and for facility rehabilitation/renovation and preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$13,198,533. Toll credits in the amount of \$2,486,190 will be allocated as match for the non-facility line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$13,045,016; FY 2006 State Restricted Comprehensive Transportation Funds - \$153,517.

Purpose/Business Case: To provide state matching funds for SMART's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$13,045,016; FY 2006 State Restricted Comprehensive Transportation Funds - \$153,517.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

229. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z9) under Master Agreement (2002-0090) between MDOT and the Twin Cities Area Transportation Authority, in Berrien County, will provide state matching funds for the Authority's FY 2006 Federal Section 5307 Urbanized Area Formula Capital and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of four buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$225,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$180,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$45,000.

Purpose/Business Case: To provide state matching funds for the Authority's FY 2006 Federal Section 5307 Urbanized Area Formula Capital and CMAQ Improvement Program grant for the purchase of four buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$180,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$45,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49023.

230. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z1/R1) under Master Agreement (2004-0420) between MDOT and the Detroit Transportation Corporation (DTC) will extend the authorization term by 18 months to provide sufficient time for DTC to complete the project. The extension is requested because work on a more time-critical project to convert the trains' (People Mover) power system delayed this project for station rehabilitation and the purchase of mobile fare collection equipment. The original authorization provides state matching funds for DTC's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be September 18, 2003, through March 17, 2008. The authorization amount remains unchanged at \$4,315,936. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,452,749; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$863,187.

Purpose/Business Case: To extend the authorization term by 18 months to provide sufficient time for DTC to complete station rehabilitation and the purchase of mobile fare collection equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,452,749; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$863,187.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

231. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (2005-0250/A2) between MDOT and Indian Trails, Inc., located in Owosso, Michigan, will extend the contract term by one year to provide sufficient time for Indian Trails, Inc., to complete the marketing project. Additional time is needed to coordinate marketing efforts for the new Indian Trails, Inc., service locations acquired to accommodate route adjustments in southern Michigan. The original contract provides 100 percent state funding for an intercity bus marketing program. The revised contract term will be June 27, 2005, through September 30, 2007. The contract amount remains unchanged at \$50,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$50,000.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for Indian Trails, Inc., to complete the marketing project.

Benefit: Increased public awareness of intercity bus services and preservation of long distance intercity bus transportation.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$50,000.

Commitment Level: Contract amount is based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving this amendment is the potential loss of ridership on long distance intercity transportation for dependent persons, the elderly, and the disabled.

Cost Reduction: Reimbursement is based on the cost of services provided.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

232. *PASSENGER TRANSPORTATION - Section 5304 Program

Contract (2006-0057) between MDOT and Michigan State University (MSU) will provide FY 2006 Federal Section 5304 State Transportation Planning Program grant funds for the development of a methodology to assess and address gaps in transportation service needs and to determine how to close the gaps. Upon award, the contract will be in effect from May 12, 2006, through May 11, 2009. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$134,830. Source of Funds: Federal Transit Administration (FTA) Funds - \$98,186; MSU Funds - \$36,644.

Purpose/Business Case: To provide for the development of a methodology to assess and close gaps in transportation service needs.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$98,186; MSU Funds - \$36,644.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48823.

233. *PASSENGER TRANSPORTATION - Marine Capital

Amendatory Contract (2006-0100/A1) between MDOT and the Beaver Island Transportation Authority (BITA) will increase funding by \$12,905 for the purchase of vessel support equipment. The original contract provides 90 percent state marine capital funds for improvements to the Beaver Island Ferry System, which provides marine passenger service between Charlevoix and Beaver Island. The additional funds will be combined with funds from BITA's 2004 contract to complete the purchase of a man lift that cost more than originally anticipated. The current lift, which is used for maintaining the exteriors of the vessels, is old and unsafe. The contract term remains unchanged, February 10, 2006, through February 9, 2009. The revised contract amount will be \$297,875. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$268,088; BITA Funds - \$29,787.

Purpose/Business Case: To provide 90 percent state marine capital funds for the purchase of vessel support equipment for capital improvements to the Beaver Island Ferry System to maintain marine passenger service between Charlevoix and Beaver Island.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$268,088; BITA Funds - \$29,787.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risks of not approving this amendment are the loss of ferry service, the loss of ridership, and non-compliance with federal standards.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.
Zip Code: 49782.

234. *PASSENGER TRANSPORTATION - Extend Term, Increase Amount, Increase Services
Amendatory Contract (2006-0238/A1) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will extend the contract term by six months and add \$50,000 to the contract amount. Due to reductions in state staff, MDOT, after consulting with the Federal Transit Administration (FTA) and soliciting interest from urban transit agencies, contracted with ITP to administer the Rural Transit Assistance Program (RTAP) for FY 2006. Since reduced staff levels will continue, this amendment will allow ITP to continue to administer the RTAP for the first six months of FY 2007. The program is 100 percent federally funded. The revised contract term will be October 1, 2005, through March 31, 2007. The revised contract amount will be \$160,000. Source of Funds: FTA Funds - \$160,000.

Purpose/Business Case: To provide for a six month time extension and add \$50,000 to the contract to allow ITP to continue to administer the RTAP for the first six months of FY 2007.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$160,000.

Commitment Level: Contract amount is based on available federal funds.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Contract amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

235. PASSENGER TRANSPORTATION - Rideshare Program
Contract (2006-0473) between MDOT and the Southwestern Michigan Commission (SMC) will provide federal funds for the continuation of the local rideshare program for portions of FY 2006 and FY 2007 under the FY 2006 Federal Congestion Mitigation and Air Quality Improvement Program. SMC will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. This reduces energy consumption, traffic congestion, air pollution, and parking problems, while making our roadways safer by reducing the number of vehicles using them. The contract will be in effect from July 1, 2006, through June 30, 2007. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$34,800. Source of Funds: Federal Highway Administration (FHWA) Funds - \$34,800.

Purpose/Business Case: To provide for the continuation of rideshare recruitment and matching services in Berrien, Cass, and Van Buren Counties for portions of FY 2006 and FY 2007 under the FY 2006 Federal Congestion Mitigation and Air Quality Improvement Program.

Benefit: Will reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FHWA Funds - \$34,800.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risks of not continuing the project are the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: The agency will accomplish program objectives using internal support staff for the design and production of all program materials.

Selection: N/A.

* Denotes a non-standard contract/amendment

New Project Identification: This is not a new project but provides funding for the continuation of services from July 1, 2006, through June 30, 2007.
Zip Code: 49022.

236. *PASSENGER TRANSPORTATION - Section 5304 Program

Contract (2006-0525) between MDOT and the Southwestern Michigan Commission will provide FY 2006 Federal Section 5304 Statewide Transportation Planning Program grant funds for the conduct of a public transportation system study in Berrien County. The contract will be in effect from May 12, 2006, through May 11, 2009. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$35,500. Source of Funds: Federal Transit Administration (FTA) Funds - \$28,400; FY 2006 State Restricted Comprehensive Transportation Funds - \$7,100.

Purpose/Business Case: To provide FY 2006 Federal Section 5304 Statewide Transportation Planning Program grant funds for the conduct of a public transportation system study in Berrien County.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$28,400; FY 2006 State Restricted Comprehensive Transportation Funds - \$7,100.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

237. *PASSENGER TRANSPORTATION - Intercity Marketing

Contract (2006-0539) between MDOT and Greyhound Lines, Inc., located in Dallas, Texas, will provide Intercity Service Development Program funding for the marketing of intercity bus service in Michigan. The award of these funds is required by Public Act 158 of 2005, Section 729 which states that funds should be provided for lost ridership support and/or marketing efforts to increase awareness of intercity bus service, increase ridership on intercity bus carriers, and improve coordination of intercity bus service in Michigan. The contract will be in effect from the date of award through one year. The contract amount will be \$50,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$50,000.

Purpose/Business Case: To provide marketing assistance for intercity bus service, as required by Public Act 158, Section 729.

Benefit: Increased public awareness of intercity bus services and preservation of long-distance intercity bus transportation.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$50,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of long-distance intercity transportation for public transportation dependent persons, the elderly, and the disabled.

Cost Reduction: Amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

238. *PASSENGER TRANSPORTATION - Interagency Agreement

Retroactive Contract (2006-0547) between MDOT and the Michigan Department of Human Services (MDHS) will provide \$500,000 of FY 2006 MDHS funds to MDOT for the Mass Transportation Authority's transportation to work program. The Mass Transportation Authority, in Genesee County, has a Federal Job Access/Reverse Commute (JARC) grant, and MDHS will provide a portion of the match for this grant and additional funding for this transit service. The contract term will be October 1, 2005, through September 30, 2006. The contract is retroactive as we did not receive the contract document from MDHS until late July 2006. The contract amount will be \$500,000. Source of Funds: MDHS Funds - \$500,000.

Purpose/Business Case: To provide MDHS FY 2006 funding in the amount of \$500,000 for the Mass Transportation Authority's transportation to work project in Genesee County.

Benefit: Will provide funds for a project to transport welfare recipients and low income individuals to and from employment, job training, and child care.

Funding Source: MDHS Funds - \$500,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this agreement is that needed services will not be provided.

Cost Reduction: N/A; this is an interagency agreement to pass through funding to a local agency.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

239. PASSENGER TRANSPORTATION - 5310 Capital Program

Contract (2006-0548) between MDOT and Suburban Mobility Authority for Regional Transportation (SMART) will provide state matching funds for the purchase of two buses and one van under the FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The contract will be in effect from September 19, 2005, through September 18, 2008. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$162,417. Source of Funds: Federal Transit Administration (FTA) Funds - \$129,934; FY 2006 State Restricted Comprehensive Transportation Funds - \$32,483.

Purpose/Business Case: To provide state matching funds for the purchase of two buses and one van for SMART.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$129,934; FY 2006 State Restricted Comprehensive Transportation Funds - \$32,483.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

240.-

263. PASSENGER TRANSPORTATION - Section 5310 Capital Program

Contracts between MDOT and the following agencies will provide funding for the purchase of vehicles and related equipment; and for facility improvements under the FY 2006 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The contracts will be in effect from the effective date of the federal grant through three years. The contracts may be retroactive due to the effect dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the contracts will be \$2,070,289. Toll credits in the amount of \$50,800 will be allocated as match for the non-vehicle and non-facility items. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,707,331; FY 2006 State Restricted Comprehensive Transportation Funds - \$362,958.

	<u>Contract No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
240.	2006-0551	American Red Cross Serving Muskegon, Oceana, and Newaygo Counties	Computer Equipment	\$ 54,000
			Office Equipment	\$ 18,000
241.	2006-0552	Baraga/Houghton/Keweenaw Community Action Agency	Computer Equipment	\$ 6,000
			Maintenance Truck	\$ 28,000
			Maintenance Equip.	\$ 4,500
242.	2006-0553	Baragaland Senior Citizen, Inc.	(1) Van	\$ 35,890
243.	2006-0554	Benzie County Commission on Aging	(4) Buses	\$218,890
			(1) Van	\$ 18,190
244.	2006-0555	Center for Gerontology	(1) Bus	\$ 56,430
			Comm. Equipment	\$ 17,000
245.	2006-0556	Cheboygan County Council on Aging	(1) Bus	\$ 56,430
246.	2006-0558	Community Inclusive Recreation, Inc.	(1) Bus	\$ 75,310
247.	2006-0560	Friendship Centers of Emmet County	(4) Buses	\$191,940
248.	2006-0561	Genesee County Association for Retarded Citizens	(3) Buses	\$244,800
249.	2006-0562	Georgetown Seniors	Comm. Equipment	\$ 18,000
			Computer Equipment	\$ 20,000
250.	2006-0563	Handicappers Information Council & Patient Equipment Locker, Inc.	Comm. Equipment	\$ 34,000
			Computer Equipment	\$ 4,000
251.	2006-0566	Ionia County Commission on Aging	(1) Van	\$ 25,000
252.	2006-0568	Marian E. Burch Adult Day Care & Rehabilitation Center	(1) Bus	\$ 73,025
			(1) Van	\$ 16,385
253.	2006-0569	Meadow Brook Medical Care Facility	(1) Van	\$ 36,310
254.	2006-0570	Mecosta County Commission on Aging	(1) Van	\$ 36,310
255.	2006-0571	Menominee/Delta/Schoolcraft Community Action Agency	(1) Van	\$ 28,560
256.	2006-0573	Montcalm County Board of Commissioners	(2) Vans	\$ 54,979
257.	2006-0574	Newaygo County Commission on Aging	(1) Bus	\$ 51,000
			(1) Van	\$ 40,000
258.	2006-0575	Northern Michigan Regional Health System	(1) Bus	\$ 56,420
259.	2006-0577	Pioneer Resources	(7) Vans	\$207,175
			Maintenance Equip.	\$ 10,000
			Facility Improvement	\$ 5,000
			Computer Equipment	\$ 4,000

* Denotes a non-standard contract/amendment

	<u>Contract No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
260.	2006-0578	Presque Isle County Council on Aging	(1) Bus Phone System	\$ 54,660 \$ 8,000
261.	2006-0580	St. Mary's Guardian Angel	(1) Van	\$ 48,480
262.	2006-0583	Upper Peninsula Community Services, Inc	(1) Van Computer Equipment	\$ 24,745 \$ 5,000
263.	2006-0584	Western Washtenaw Area Value Express	(2) Buses Computer Equipment	\$158,860 \$ 25,000

Purpose/Business Case: To provide state matching funds for the FY 2006 Federal 5310 Elderly and Persons with Disabilities Program grant for the purchase of transportation vehicles and vehicle related equipment and for facility improvements for private, nonprofit organizations and public transit agencies.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,707,331; FY 2006 State Restricted Comprehensive Transportation Funds - \$362,958.

Commitment Level: Contract amounts are based on cost estimates.

Risk Assessment: The risk of not approving these contracts is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

264.-

267. PASSENGER TRANSPORTATION - Section 5310 Capital Program

Contracts between MDOT and the following eligible agencies will provide funding for capital items under the FY 2006 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The contracts will be in effect from the effective date of the federal grant through three years. These contracts may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the contracts will be \$2,372,845. Toll credits in the amount of \$360 will be allocated as match for communication equipment. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,898,636; FY 2006 State Restricted Comprehensive Transportation Funds - \$474,209.

	<u>Contract No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
264.	2006-0559	City of Detroit	Buses (3) Vans (4) Communication Equipment	\$ 145,650 \$ 157,545 \$ 1,800
265.	2006-0564	Hope Network, Inc.	Buses (4)	\$ 271,810
266.	2006-0565	Huron County Transit Corporation	Buses (6)	\$ 504,915
267.	2006-0581	Suburban Mobility Authority for Regional Transportation	Buses (16) Vans (8)	\$1,061,550 \$ 229,575

Purpose/Business Case: To provide federal and state matching funds for the purchase of transportation vehicles and vehicle-related equipment for two private, nonprofit organizations and two public transit agencies under the FY 2006 Federal Section 5310 Elderly and Persons with Disabilities Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,898,636; FY 2006 State Restricted Comprehensive Transportation Funds - \$474,209.

Commitment Level: Contract amounts are based on cost estimates.

Risk Assessment: The risk of not approving these contracts is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

268. *TRANSPORTATION PLANNING - Revise Scope and Budget, Transfer Reserve Task to Non-Reserve Task, Extend Term

Amendatory Contract (2002-0512/A6) between MDOT and Wilbur Smith Associates, Inc., Michigan will revise the scope of services of the Blue Water Bridge (BWB) Plaza study to include the development and analysis of an entirely new alternative requested by the United States Customs and Border Patrol, will revise the Draft Environmental Impact Statement to address the new alternative, and will prepare a new Environmental Assessment (EA) and Finding Of No Significant Impact for the environmental assessment of the I-94/69 Black River Bridge Corridor; will adjust the funding between line items accordingly; will transfer one subconsultant's portion of reserve task 3530 to several non-reserve tasks; and will extend the contract term by two years to provide sufficient time for the consultant to complete the revised services. The current plaza study will be separated into two environmental clearances: an Environmental Impact Statement (EIS) for the plaza expansion and an EA for the I-94/69 corridor improvements. This will allow MDOT to address the replacement of the Black River Bridge in a timely fashion and to make transportation improvements to the I-94/69 corridor while the plaza issues are resolved under the EIS process. The original contract provides for the completion of the BWB Plaza EIS, the completion of the 30 percent engineering analysis of a preferred alternative, the preparation of an engineering report, and the securing of a record of decision for the recommended alternative. The revised contract term will be August 22, 2002, through December 31, 2009. The contract amount remains unchanged at \$11,764,662.86. Source of Funds: Federal Highway Administration Funds - \$9,411,730.28; State Restricted Trunkline Funds - \$2,352,932.58.

Purpose/Business Case: Will revise the scope of services for the BWB Plaza study, will adjust funding between line items accordingly, will transfer a subconsultant's portion of a reserve task to several non-reserve tasks, and will extend the contract term by two years to provide sufficient time for the consultant to complete the revised services.

Benefit: Will identify a new best alternative design for a new border station and address significant noise, air pollution, traffic safety, and congestion problems at the BWB.

Funding Source: Federal Highway Administration Funds - \$9,411,730.28; State Restricted Trunkline Funds - \$2,352,932.58.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this amendment will delay the completion of this project by two years. The Federal Highway Administration has agreed to this revision.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based for original contract; best source for amendment. At the time of selection, MDOT requested that all consultants submitting proposals develop proposals for both an EA and an EIS. At that time, MDOT chose to move forward with an EA. The consultant was selected based on its qualifications for both options.

New Project Identification: This is not a new project.

Zip Code: 48060.

269. *TRANSPORTATION PLANNING – Increase Services and Amount, Extend Term
Amendatory Contract (2005-0017/A1) between MDOT and the Road Commission for Oakland County will provide for the performance of Phase II services, will increase the contract amount by \$250,000, and will extend the contract term by one year to provide sufficient time for the consultant to complete the additional services. The original contract provides for the performance of asset and pavement management activities for local roads in Oakland County. The revised contract term will be February 24, 2005, through September 30, 2008. The revised contract amount will be \$620,268.50. Source of Funds: 80% Federal Highway Administration Funds and 20% Oakland County Funds.

Purpose/Business Case: To complete the final phase of the asset and pavement management efforts under the jurisdiction of the Road Commission for Oakland County.

Benefit: Will provide data to help the Road Commission to develop an asset management system.

Funding Source: 80% Federal Highway Administration Funds and 20% Oakland County Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to complete the final phase of this project will delay the data collection process and the receipt of data needed by the county and MDOT for critical asset management.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48076.

270. TRANSPORTATION PLANNING - Time Extension
Amendatory Contract (2005-0198/A4) between MDOT and Alfred Benesch & Company will extend the contract term by three months to provide sufficient time for the consultant to complete the project. The additional time is needed because Saginaw Township delayed providing the consultant with required aerial photography. The original contract provides for the development of a comprehensive corridor access management plan for the M-58 corridor in Saginaw County. The revised contract term will be April 27, 2005, through December 31, 2006. The contract amount remains unchanged at \$33,995.52. Source of Funds: Federal Highway Administration Funds - \$27,196.41 and State Restricted Trunkline Funds - \$6,799.11.

Purpose/Business Case: To provide for additional time needed because of a delay by Saginaw Township in delivering the aerial photography of the corridor to the consultant.

Benefit: Will allow the consultant to complete the comprehensive corridor access management plan for the M-58 corridor after receipt of the required aerial photography of the corridor.

Funding Source: Federal Highway Administration Funds - \$27,196.41 and State Restricted Trunkline Funds - \$6,799.11.

Commitment Level: This contract is based on actual costs.

Risk Assessment: If this extension is not approved, the project work cannot be completed.

Cost Reduction: Costs are on an actual cost basis not to exceed the contract maximum amount.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48601.

271.-

273. TRANSPORTATION PLANNING - Master Planning Agreements

The following project authorizations issued under master planning agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The terms of the master agreements are from October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% local agency funds.

	<u>Contract/Auth. #</u>	<u>MPO</u>	<u>Amount</u>	<u>Zip Code</u>
271.	2006-0004/Z9	Grand Valley Metropolitan Council	\$809,487	49503
272.	2006-0006/Z10	Macatawa Area Coordinating Council	\$208,949	49424
273.	2006-0012/Z6	West Michigan Shoreline Regional Development Commission	\$344,367	49443

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide for funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% local agency funds

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: See list above.

274.-

276. TRANSPORTATION PLANNING - Master Planning Agreements

The following project authorizations issued under master agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The terms of the master agreements are from October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% local agency funds.

	<u>Contract/Auth. #</u>	<u>MPO</u>	<u>Amount</u>	<u>Zip Code</u>
274.	2006-0004/Z10	Grand Valley Metropolitan Council	\$178,578	49503
275.	2006-0006/Z11	Macatawa Area Coordinating Council	\$ 33,695	49424
276.	2006-0012/Z7	West Michigan Shoreline Regional Development Commission	\$ 38,494	49443

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% local agency funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program

Zip Code: See list above.

277. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z17) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for an economic analysis of the impact of the Five Year Transportation Program and other special projects. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$165,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide notification to the legislature of proposed MDOT activities, as specified in Act 51.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per federal regulations cited above. 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

278. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z18) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the performance of three planning coordination activities from SEMCOG's FY 2006-2007 Unified Work Program (UWP): project status coordination for the Transportation Improvement Program, project assistance/model application assistance, and contract management of various transportation planning grants. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$350,901. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide for compliance with federal regulations and maintain the flow of federal aid.

Funding Source: Dedicated federal funds that must be passed through to the MPO per federal regulations cited above. 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Commitment Level: The cost of this project is based on the federally approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

279.-

291. TRANSPORTATION PLANNING - Pavement Surface Evaluation and Rating (PASER)

The following project authorizations issued under master planning agreements between MDOT and the following agencies will provide for the assignment of Pavement Surface Evaluation and Rating (PASER) ratings for all federal-aid eligible roads, as required by Public Act 499 of 2002. The data collected will be used for several reports for the State Transportation Commission and the legislature that will describe the conditions of public roads and bridges in the state, the amount of money being expended on the roads each year, and the projects intended to be built over the next three years. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The terms of the master agreements are from October 1, 2005, through September 30, 2008. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Contract #</u>	<u>Agency</u>	<u>Amount</u>	<u>Zip Code</u>
279.	2006-0009/Z19	Southeast Michigan Council of Governments	\$135,680	48226
280.	2006-0013/Z7	Central Upper Peninsula Planning & Development Regional Commission	\$ 40,471	49829
281.	2006-0014/Z8	East Central Michigan Planning & Development Regional Commission	\$115,995	48602

	<u>Contract #</u>	<u>Agency</u>	<u>Amount</u>	<u>Zip Code</u>
282.	2006-0016/Z4	G-L-S Region V Planning and Development Commission	\$ 39,423	48502
283.	2006-0017/Z10	Northeast Michigan Council of Governments	\$ 37,916	49735
284.	2006-0018/Z11	Northwest Michigan Council of Governments	\$ 61,316	49685
285.	2006-0019/Z7	Region 2 Planning Commission	\$ 37,940	49201
286.	2006-0020/Z4	Southcentral Michigan Planning Council	\$ 53,162	49081
287.	2006-0021/Z7	Southwestern Michigan Commission	\$ 37,030	49022
288.	2006-0022/Z4	Tri-County Regional Planning Commission	\$ 33,786	48910
289.	2006-0023/Z5	West Michigan Regional Planning Commission	\$ 82,467	49503
290.	2006-0024/Z5	West Michigan Shoreline Regional Development Commission	\$ 39,762	49443
291.	2006-0025/Z14	Western Upper Peninsula Planning & Development Regional Commission	\$ 34,867	49931

Purpose/Business Case: Act 499 of the Public Acts of 2002 mandated a statewide asset management process and created a Transportation Asset Management Council (TAMC). The TAMC answers directly to the State Transportation Commission and the legislature. Section 4 of the law requires metropolitan planning organizations and regional planning agencies to provide "technical assistance" to the Council. The law does not define "technical assistance." The TAMC has identified technical assistance as providing a coordinating function for the collection of roadway condition data, providing asset management training to local agencies, conducting pilot studies on behalf of the TAMC, and assisting in the development of the TAMC's annual report and multi-year program. Each agency will be responsible for providing this information to the Council.

Benefit: Will provide the State Transportation Commission and the legislature with several reports describing the condition of public roads and bridges in the state, the amount of money being expended on those roads each year, and upcoming projects for the next three years.

Funding Source: 100% Statewide Restricted Michigan Transportation Funds. This is an annual appropriation from the legislature to the State Transportation Commission.

Commitment Level: The costs are based upon the previous year's activities undertaken by the agencies. Agencies will be paid for the actual costs incurred.

Risk Assessment: If the authorizations are not awarded, the requirements of Act 499 will not be met.

Cost Reduction: These are ongoing activities. The cost is the same as in previous years. There is no increase anticipated.

Selection: N/A.

New Project Identification: These are ongoing activities.

Zip Code: See list above.

292. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z7) under Master Planning Agreement (2006-0011) between MDOT and the Tri-County Regional Planning Commission will provide for the undertaking of services for air quality conformity, travel forecasting, social/economic data, and modeling. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$241,850. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% Tri-County Regional Planning Commission Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide Environmental Protection Agency air quality conformity analysis.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% Tri-County Regional Planning Commission Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48910.

293. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z11) under Master Agreement (2006-0017) between MDOT and the Northeast Michigan Council of Governments will provide for the conduct of a study to address the immediate and long-range transportation needs of the Grayling area, including multi-modal needs. The project will include an examination of the area's traffic generation patterns and the development of a model to analyze existing and future traffic volumes. Future capacities and levels of service will be generated for I-75 and the local road network in the study area. The study will also explore conceptual interchange alternatives in detail and develop cost estimates for those alternatives. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$175,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds, 15% Northeast Michigan Council of Governments Funds, and 5% State Restricted Trunkline Funds.

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: Will provide invaluable assistance to MDOT with such activities as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds, 15% Northeast Michigan Council of Government Funds, and 5% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The costs of funding the RPO program are fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49735.

294. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2006-0039/A1) between MDOT and Progressive AE will extend the contract term by two months to provide sufficient time for the consultant to complete the project. The additional time is needed for scheduling of mandatory meetings for the adoption phase of the plan and ordinance. The original contract provides for the development of a comprehensive corridor access management plan for the US-127 business route and the M-20 corridor in Isabella County. The revised contract term will be October 18, 2005, through November 30, 2006. The contract amount remains unchanged at \$54,836. Source of Funds: Federal Highway Administration Funds - \$43,868.80; State Restricted Trunkline Funds - \$10,967.20.

Purpose/Business Case: To provide for additional time needed for scheduling of mandatory meetings.

Benefit: Will allow the consultant to complete the corridor access management plan to relieve congestion with an efficient, safe, and aesthetically pleasing trunkline.

Funding Source: Federal Highway Administration Funds - \$43,868.80; State Restricted Trunkline Funds - \$10,967.20.

Commitment Level: This contract is based on actual costs.

Risk Assessment: If this extension is not approved, the project work cannot be completed.

Cost Reduction: Costs are on an actual cost basis not to exceed the contract maximum amount.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48858.

STATE PROJECTS

0.50 mi of widening and reconstruction of Baker Road, 0.60 mi of new construction of eastbound entrance ramp, reconstruction of westbound ramps, bridge replacement on Baker Road over I-94, and watermain replacement, Washtenaw County. This project includes two 5 year materials and workmanship pavement warranties.

7 Bidders

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

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Zip Code: 48103.

quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

79011A		
	Federal Highway Administration Funds	89.99 %
	SBC Communications	0.01 %
	City of Southgate	0.02 %
	State Restricted Trunkline Funds	9.93 %
	City of Taylor	0.05 %
79012A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	9.73 %
	City of Taylor	0.27 %
79013A		
	Federal Highway Administration Funds	90.00 %
	City of Southgate	0.28 %
	State Restricted Trunkline Funds	9.72 %
79175A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
79672A		
	Buckeye Pipe Line Company	0.01 %
	Federal Highway Administration Funds	89.98 %
	State Restricted Trunkline Funds	10.00 %
	Wolverine Pipeline Company	0.01 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48174.

297. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608039
 PROJECT MG 84900-84116
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 01, 2008

ENG. EST.
 \$ 2,111,081.83

LOW BID
 \$ 2,098,307.00

% OVER/UNDER EST.
 -0.61 %

Pump station rehabilitation activities consisting of:
 replace existing mixed flow pump motors and control
 equipment with submersible style pumps and current
 technology of electronic controls at D01 of 82022, Michigan
 Avenue at Wyoming Avenue and D06 of 50111, I-94 at Martin
 Road in the cities of Detroit and St. Clair Shores, Wayne
 and Macomb Counties.

BIDDER	AS-SUBMITTED Foreign	AS-CHECKED Foreign	
O'Laughlin Construction Company	\$ 2,018,307.00	Same	1 **
Posen Construction, Inc.	\$ 2,090,576.59	Same	2
Dan's Excavating, Inc.	\$ 2,181,240.54	Same	3
Angelo Iafrate Construction Company			
Pamar Enterprises, Inc.			
Zito Construction Co.			

BIDDER	AS-SUBMITTED Domestic	AS-CHECKED Domestic	
O'Laughlin Construction Company	\$ 2,098,307.00	Same	1 **
Dan's Excavating, Inc.	\$ 2,166,248.54	Same	2
Posen Construction, Inc.	\$ 2,182,571.59	Same	3
Angelo Iafrate Construction Company			
Pamar Enterprises, Inc.			
Zito Construction Co.			

3 Bidders

NOTE: The as-submitted low bid is determined in accordance with The Buy American Provision, 23 CFR 635.410, for manufactured foreign and domestic pumps.

Purpose/Business: Pump station rehabilitation activities consisting of:
 replace existing mixed flow pump motors and control equipment with
 submersible style pumps and current technology of electronic controls.

Benefit: With the construction of this pump station rehabilitation project,
 this project will provide safer and more reliable traffic flow during rain
 events. The maintenance costs will be reduced.

Funding Source:

84116A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the
 engineer's best estimate of probable construction cost. The contract's final
 cost will be based on actual quantities built in the field and unit prices
 bid by the contractor.

Risk Assessment: The ability to keep the roadway open that is serviced by
 this pump station may be compromised.

* Denotes a non-standard contract/amendment

Cost Reduction: With the construction of this rehabilitated facility, maintenance costs will be greatly reduced at these pump stations. Our customers will benefit with more reliable service and reduced user delay costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48210.

298. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608040
 PROJECT IM 25132-85112
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.
 \$ 1,293,484.12

LOW BID
 \$ 1,393,539.20

% OVER/UNDER EST.
 7.74 %

Pump station rehabilitation including replacing existing mixed flow pump motors and control equipment with submersible style pumps and current technology of electronic controls on I-475 at Bristol Road, in the city of Burton, Genesee County.

BIDDER	AS-SUBMITTED Foreign	AS-CHECKED Foreign	
O'Laughlin Construction Company	\$ 1,205,539.20	Same	1 **
Dan's Excavating, Inc.	\$ 1,301,836.70	Same	2
Posen Construction, Inc.	\$ 1,354,456.98	Same	3
Zito Construction Co.	\$ 1,431,789.20	Same	4
Angelo Iafrate Construction Company			
Pamar Enterprises, Inc.			

BIDDER	AS-SUBMITTED Domestic	AS-CHECKED Domestic	
O'Laughlin Construction Company	\$ 1,393,539.20	Same	1 **
Dan's Excavating, Inc.	\$ 1,505,836.70	Same	2
Posen Construction, Inc.	\$ 1,544,576.98	Same	3
Zito Construction Co.	\$ 1,599,789.20	Same	4
Angelo Iafrate Construction Company			
Pamar Enterprises, Inc.			

4 Bidders

NOTE: The as-submitted low bid is determined in accordance with The Buy American Provision, 23 CFR 635.410, for manufactured foreign and domestic pumps.

Purpose/Business: Pump station rehabilitation activities consisting of: replace existing mixed flow pump motors and control equipment with submersible style pumps and current technology of electronic controls.

Benefit: With the construction of this pump station rehabilitation project, this project will provide safer and more reliable traffic flow during rain events. The maintenance costs will be reduced.

Funding Source:

85112A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

* Denotes a non-standard contract/amendment

9/5/06

183

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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The ability to keep the roadway open that is serviced by this pump station may be compromised.

Cost Reduction: With the construction of this rehabilitated facility, maintenance costs will be greatly reduced at these pump stations. Our customers will benefit with more reliable service and reduced user delay costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48509.

299. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608041
 PROJECT ST 82053-58175, ETC
 LOCAL AGRMT. 06-5272, 06-5273
 START DATE - FEBRUARY 01, 2007
 COMPLETION DATE - NOVEMBER 01, 2007

ENG. EST. \$ 12,363,181.91
 LOW BID \$ 14,700,952.70
 % OVER/UNDER EST. 18.91 %

3.52 mi of hot mix asphalt cold milling and resurfacing, concrete patch work and overlay on US-24 (Telegraph Road) from south of Fordson Road northerly to Joy Road, and 7 structure rehabilitations in the cities of Dearborn and Dearborn Heights, Wayne County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 14,700,952.70	Same	1 **
Posen Construction, Inc.	\$ 14,838,671.49	Same	2
E. C. Korneffel Co.	\$ 15,238,191.12	\$ 15,237,191.12	3
Walter Toebe Construction Co.	\$ 15,251,175.18	\$ 15,245,701.78	4
Midwest Bridge Company	\$ 15,255,378.39	Same	5
C.A. Hull Co., Inc.	\$ 16,041,653.71	Same	6
Angelo Iafrate Construction Company			
J. Slagter & Son Construction Co.			
Anlaan Corporation			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

* Denotes a non-standard contract/amendment

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

58175A	
City of Dearborn Heights	2.26 %
Detroit Edison Company	0.05 %
Federal Highway Administration Funds	81.50 %
SBC Communications	0.37 %
State Restricted Trunkline Funds	15.82 %
59067A	
City of Dearborn	1.99 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	16.16 %
59068A	
City of Dearborn Heights	2.17 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	15.98 %
60333A	
City of Dearborn	2.13 %
City of Dearborn Heights	0.73 %
Detroit Edison Company	0.09 %
Federal Highway Administration Funds	79.37 %
SBC Communications	0.32 %
State Restricted Trunkline Funds	17.36 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48128.

300. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608047
 PROJECT STE 84912-86925
 LOCAL AGRMT. 06-5309
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2007

ENG. EST.
 \$ 2,533,886.50

LOW BID
 \$ 3,192,235.40

% OVER/UNDER EST.
 25.98 %

0.68 mi of colored stamped concrete non-motorized pathway,
 pedestrian bridge construction, historical dock restoration,
 slope restoration and landscaping on the east bank of the
 Thunder Bay River from 2nd Avenue to 9th Avenue and
 continuing westerly to Rotary Island, in the city of Alpena,
 Alpena County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hardman Construction, Inc.	\$ 3,192,235.40	Same	1 **
Milbocker and Sons, Inc.	\$ 3,371,049.70	Same	2
Anlaan Corporation	\$796,275,755.30	cannot total	n/c
Cordes Excavating, Inc.			
J.E. Kloote Contracting, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

86925A

City of Alpena	8.00 %
Federal Highway Administration Funds	73.00 %
State Restricted Trunkline Funds	19.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49707.

* Denotes a non-standard contract/amendment

302.	LETTING OF AUGUST 04, 2006	ENG. EST.	LOW BID
	PROPOSAL 0608058	\$ 273,482.16	\$ 233,156.65
	PROJECT STE 09042-80364		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 02, 2007		
	COMPLETION DATE - SEPTEMBER 19, 2008		-14.75 %

BIDDER	AS-SUBMITTED	AS-CHECKED	
A. J. Rehmus & Son, Inc.	\$ 233,156.65	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 261,573.75	Same	2
Eastlund Concrete Construction	\$ 297,020.80	Same	3

Zip Code: 48732.

Bridge rehabilitation of 7 structures on I-75, US-127, M-33 and M-55, Crawford, Ogemaw and Roscommon Counties. This project includes a 2 year bridge painting warranty.

6 Bidders

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

85279A

85284A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48656.

304. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608060
 PROJECT BHN 47013-79022, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2007

ENG. EST.
 \$ 7,456,731.71

LOW BID
 \$ 8,198,896.50

% OVER/UNDER EST.
 9.95 %

11.47 mi of cold milling and hot mix asphalt resurfacing and overlay on interchange ramps, joint and crack repairs on US-23, the Northfield Church rest area and interchange ramps along with 6 structure rehabilitations on US-23 over M-36, MDOT railroad, Baker Road and 8 Mile Road in the city of Ann Arbor, Washtenaw and Livingston Counties. This project includes a 3 year pavement performance warranty and a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 8,198,896.50	Same	1 **
Barrett Paving Materials, Inc.	\$ 8,665,572.85	Same	2
Ajax Paving Industries, Inc.	\$ 9,350,395.44	Same	3

3 Bidders

Purpose/Business Case: This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

Funding Source:

79022A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
79079A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
83856A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final

* Denotes a non-standard contract/amendment

Zip Code: 48189.

State Restricted Trunkline Funds 19.25 %
M60667

State Restricted Trunkline Funds 100 %

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions. Also, loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program; to reduce the need to use traditional transportation funding sources for these activities; to lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 48909.

306. LETTING OF AUGUST 04, 2006 ENG. EST. LOW BID
PROPOSAL 0608065 \$ 108,353.85 \$ 97,398.00
PROJECT M 51011-86507
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - OCTOBER 09, 2006
COMPLETION DATE - OCTOBER 27, 2006 -10.11 %

Safety standard upgrades including pipe railing, pipe railing extension, historic railing extension, hand railing removal, toeboard, chain covers, fall arrest systems and maintaining traffic on the Manistee Bascule Bridge over the Manistee River in the city of Manistee, Manistee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 97,398.00	Same	1 **
Midwest Bridge Company	\$ 169,563.00	Same	2
Anlaan Corporation	\$ 197,730.00	Same	3
Miller Development, Inc.			
L.W. Lamb, Inc.			
Nationwide Fence & Supply Company			

3 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

86507A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

* Denotes a non-standard contract/amendment

Zip Code: 49660.

18.40 mi of concrete pavement repair, resealing longitudinal and transverse joints with hot-poured rubber, and crack sealing concrete pavement on I-75 from the Ohio state line northerly to the Monroe/Wayne County line, in the city of South Rockwood, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Causie Contracting, Inc.	\$ 270,582.37	Same	1 **
Kelcris Corporation	\$ 281,991.65	Same	2
Scodeller Construction, Inc.	\$ 283,334.45	Same	3
Florence Cement Company	\$ 297,988.60	Same	4
Snowden, Inc.			

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

M60614

State Restricted Trunkline Funds	100	%
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48145.

308. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608069
 PROJECT M 63900-M70642
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2007

ENG. EST.
 \$ 229,080.60

LOW BID
 \$ 270,752.40

% OVER/UNDER EST.
 18.19 %

Maintenance of guardrail on various state routes on an as-needed basis, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-Valley Landscaping, Inc.	\$ 270,752.40	Same	1 **
Rite Way Fence, Inc.	\$ 361,930.50	Same	2
J. Slagter & Son Construction Co.	\$ 364,273.62	Same	3
Nationwide Fence & Supply Company	\$ 395,471.00	Same	4
J & J Contracting, Inc.			
Snowden, Inc.			

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M70642

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48328.

* Denotes a non-standard contract/amendment

LOCAL PROJECTS

311. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608002
 PROJECT EDDF 60555-77475
 LOCAL AGRMT. 06-5346
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.
 \$ 1,272,528.10 LOW BID
 \$ 1,177,943.90
 % OVER/UNDER EST.
 -7.43 %

5.97 mi of hot mix asphalt resurfacing, base crushing and shaping, culverts, and guardrail on County Road 612 from County Road 487 easterly to M-33 and on County Road 487 from County Road 612 northerly to the MOA Landfill entrance, Montmorency County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,177,943.90	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 1,206,613.61	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,232,358.10	Same	3
Pyramid Paving & Contracting Co.	\$ 1,523,909.60	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire Highway on the Federal-aid highway system, under Local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (Urban Areas) or Rural Task Force (Rural Areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

77475A

Federal Highway Administration Funds	80.00 %
State Restricted Economic Development Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates Federal Regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

Selection: Low bid.

New Project Identification: Road Resurfacing.

* Denotes a non-standard contract/amendment

Zip Code: 49709.

312. LETTING OF AUGUST 04, 2006
PROPOSAL 0608006
PROJECT MCS 64012-83920
LOCAL AGRMT. 06-5323
START DATE - 10 days after award
COMPLETION DATE - AUGUST 01, 2007

ENG. EST.
\$ 1,008,812.25

LOW BID
\$ 907,450.87

% OVER/UNDER EST.
-10.05 %

Remove existing structure and construct a prestressed, spread concrete box beam bridge and related approach work on Michigan Avenue over White River in the village of Hesperia, Oceana County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 907,450.87	Same	1 **
Anlaan Corporation	\$ 1,012,137.98	Same	2
Davis Construction, Inc.	\$ 1,040,369.17	Same	3
Hardman Construction, Inc.	\$ 1,045,621.47	Same	4
Milbocker and Sons, Inc.	\$ 1,084,570.29	Same	5
J.E. Kloote Contracting, Inc.	\$ 1,086,210.86	Same	6
Midwest Bridge Company			
Walter Toebe Construction Co.			
Kamminga & Roodvoets, Inc.			
L.W. Lamb, Inc.			
E.T. MacKenzie Company			
J. Slagter & Son Construction Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a Bridge on the Federal-aid highway system under Local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83920A

Village of Hesperia	5.08 %
State Restricted Trunkline Funds	94.92 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Local Bridge Funds are required to be allocated for local Bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates Federal Regulations and Section 107.01 of the

* Denotes a non-standard contract/amendment

2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge Replacement.

Zip Code: 49421.

313. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608008 \$ 246,219.99 \$ **225,074.24**
 PROJECT STUL 13446-84443
 LOCAL AGRMT. 06-5306 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 40 working days -8.59 %

0.24 mi of road reconstruction, including concrete curb and gutter, drainage structures, hot mix asphalt paving and pavement markings on Linden Street from south of Wright Lane to Kalamazoo Avenue in the city of Marshall, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bailey Excavating, Inc.	\$ 225,074.24	Same	1 **
C & D Hughes, Inc.	\$ 236,454.14	Same	2
Peters Construction Co.	\$ 242,601.90	Same	3
Nashville Construction Company	\$ 250,891.37	Same	4
Hoffman Bros., Inc.	\$ 252,659.27	Same	5
Northern Construction Services, Co.	\$ 256,360.41	Same	6
Mills Excavating	\$ 269,673.27	Same	7
Cadwell Brothers Construction	\$ 273,611.81	Same	8
Dunigan Brothers, Inc.	\$ 275,557.60	Same	9
Aggregate Industries-Central Region	\$ 385,497.85	Same	10
Eastlund Concrete Construction			
Balkema Excavating, Inc.			
Robert L. Johnson Construction			
Milbocker and Sons, Inc.			
Weick Bros., Inc.			
Parrish Excavating, Inc.			

10 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

84443A	
Federal Highway Administration Funds	78.76 %
City of Marshall	21.24 %

Selection: Low bid.

Zip Code: 49068.

* Denotes a non-standard contract/amendment

314. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608011
 PROJECT STUL 72490-84406
 LOCAL AGRMT. 06-5143
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 10, 2006

ENG. EST.	LOW BID
\$ 461,492.00	\$ 488,739.51
% OVER/UNDER EST.	
	5.90 %

2.65 mi of crushing and shaping, culvert replacement, concrete curb, shoulders and hot mix asphalt paving on County Road 300 from Bayview Drive to Long Point Drive, Roscommon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving & Contracting Co.	\$ 488,739.51	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 491,711.48	Same	2
Bolen Asphalt Paving, Inc.	\$ 525,291.17	Same	3
Payne & Dolan, Inc.			
D.J. McQuestion & Sons, Inc.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

84406A

Roscommon County

18.15 %

Federal Highway Administration Funds

81.85 %

Selection: Low bid.

Zip Code: 48629.

315. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608012
 PROJECT EDA 46062-85423, ETC
 LOCAL AGRMT. 06-5332, 06-5334
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2007

ENG. EST.
 \$ 2,058,096.05

LOW BID
 \$ 1,970,931.87

% OVER/UNDER EST.
 -4.24 %

0.75 mi of reconstruction and add center left turn lanes on
 US-223 from west of Silberhorn Highway to east of
 Silberhorn Highway, and 0.47 mi of reconstruction to all
 season standards on Silberhorn Highway from south
 of US-223 to US-223, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 1,970,931.87	Same	1 **
Michigan Paving & Materials Co.	\$ 2,155,696.56	Same	2
Nashville Construction Company	\$ 2,347,348.52	Same	3
Bailey Excavating, Inc.	\$ 2,352,140.49	Same	4
L.J. Construction, Inc.	\$ 2,396,287.23	Same	5
Anderzack - Pitzen Construction	\$ 2,726,424.30	\$ 2,723,924.30	6
Fonson, Inc.	\$ 2,724,712.48	Same	7
Barrett Paving Materials, Inc.			
Milbocker and Sons, Inc.			
Brady Sand & Gravel, Inc.			
Slusarski Excavating & Paving, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire Highway on the Federal-aid highway system, under Local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

85423A

Lenawee County	13.00 %
State Restricted Trunkline Funds	87.00 %

85424A

Lenawee County	3.00 %
State Restricted Trunkline Funds	97.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in

* Denotes a non-standard contract/amendment

317. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608014
 PROJECT EDDF 64555-78670
 LOCAL AGRMT. 06-5348
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 08, 2006

ENG. EST.
 \$ 391,716.00

LOW BID
 \$ 409,829.73

% OVER/UNDER EST.
 4.62 %

0.12 mi of hot mix asphalt road reconstruction, including concrete retaining wall, concrete curb and gutter, drainage, boardwalk, water main, and street lights on West Main Street from Mechanic Street easterly to Water Street, in the city of Hart, Oceana County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Schultz Excavating & Asphalt, Inc.	\$ 409,829.73	Same	1 **
C & D Hughes, Inc.	\$ 424,500.50	Same	2
Schippers Excavating, Inc.	\$ 448,711.00	Same	3
Wadel Stabilization, Inc.	\$ 449,590.03	Same	4
Hallack Contracting, Inc.	\$ 454,866.20	Same	5
Milbocker and Sons, Inc.	\$ 484,174.03	Same	6
Kamminga & Roodvoets, Inc.	\$ 527,670.03	Same	7
A. J. Rehms & Son, Inc.			
L.W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Heystek Contracting Inc.			
Walter Toebe Construction Co.			
J.E. Kloote Contracting, Inc.			
Anlaan Corporation			
Hardman Construction, Inc.			
Brenner Excavating, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the reconstruction of a predetermined portion or entire Highway on the Federal-aid highway system, under Local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (Urban Areas) or Rural Task Force (Rural Areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

78670A

Federal Highway Administration Funds	60.77 %
City of Hart	24.04 %
State Restricted Economic Development Funds	15.19 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices

* Denotes a non-standard contract/amendment

bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates Federal Regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

Selection: Low bid.

New Project Identification: Road Reconstruction.

Zip Code: 49420.

318. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608015 \$ ENG. EST. LOW BID
 PROJECT STUL 62421-80702 \$ 734,230.50 \$ 658,902.51
 LOCAL AGRMT. 06-5320 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2006 -10.26 %

1.36 mi of road reconstruction, including base crushing and shaping, roadway grading for shoulder widening, ditching, subbase, aggregate base, hot mix asphalt paving, pavement marking and slope restoration on Green Avenue from 64th Street to Lake Drive, Newaygo County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 658,902.51	Same	1 **
Nashville Construction Company	\$ 692,807.37	Same	2
Brenner Excavating, Inc.	\$ 719,024.50	Same	3
L.J. Construction, Inc.	\$ 724,457.70	Same	4
Schippers Excavating, Inc.	\$ 774,011.80	Same	5
D.J. McQuestion & Sons, Inc.	\$ 776,906.02	cannot total	n/c
Kamminga & Roodvoets, Inc.	\$ 842,646.95	Same	6
Wadel Stabilization, Inc.	\$ 918,951.89	Same	7
Dykema Excavators, Inc.			
Pamar Enterprises, Inc.			
Hallack Contracting, Inc.			
Milbocker and Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
Dean's Landscaping & Excavating			
CJ's Excavating Septic Service			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80702A	
Newaygo County	18.15 %
Federal Highway Administration Funds	81.85 %

* Denotes a non-standard contract/amendment

Zip Code: 49412.

Zip Code: 49412.

319.	LETTING OF AUGUST 04, 2006	ENG. EST.	LOW BID
	PROPOSAL 0608016	\$ 297,273.70	\$ 302,074.81
	PROJECT MCS 55007-83905		
	LOCAL AGRMT. 06-5253		% OVER/UNDER EST.
	START DATE - APRIL 02, 2007		
	COMPLETION DATE - SEPTEMBER 30, 2007		1.62 %

Bridge removal and replacement along with related approach work on Linsmeier Road at Little River, Menominee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 302,074.81	Same	1 **
Snowden, Inc.	\$ 384,635.82	Same	2
Zenith Tech, Inc.	\$ 395,790.96	Same	3
A. Lindberg & Sons, Inc.	\$ 577,202.00	Same	4
Bacco Construction Company			
J. Slagter & Son Construction Co.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

83905A

Menominee County

5.00 %

State Restricted Trunkline Funds

95.00 %

Selection: Low bid.

Zip Code: 49821.

320. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608017
 PROJECT EDDF 64555-78671
 LOCAL AGRMT. 06-5351
 START DATE - 10 days after award
 COMPLETION DATE - 65 working days

ENG. EST.
 \$ 1,003,692.85 \$ LOW BID
948,468.53
 % OVER/UNDER EST.
 -5.50 %

1.71 mi of road reconstruction, including hot mix asphalt paving, aggregate base, drainage improvements, guardrail and pavement markings on South 192nd Avenue from south of Yonker Road to north of Pierce Road, Oceana County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 948,468.53	Same	1 **
Hallack Contracting, Inc.	\$ 1,011,953.19	Same	2
Brenner Excavating, Inc.	\$ 1,017,642.60	Same	3
Schippers Excavating, Inc.	\$ 1,149,286.40	Same	4
Wadel Stabilization, Inc.	\$ 1,237,284.29	Same	5
Kamminga & Roodvoets, Inc.	\$ 1,478,551.64	Same	6
D.J. McQuestion & Sons, Inc.			
Milbocker and Sons, Inc.			
Rieth-Riley Construction Co., Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire Highway on the Federal-aid highway system, under Local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (Urban Areas) or Rural Task Force (Rural Areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

78671A

Oceana County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates Federal Regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

* Denotes a non-standard contract/amendment

Zip Code: 49421.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
S.L. & H. Contractors, Inc.	\$ 819,647.53	Same 1 **
E.T. MacKenzie Company	\$ 826,303.94	Same 2
Anlaan Corporation	\$ 867,766.85	Same 3
E. C. Korneffel Co.	\$ 887,316.75	Same 4
Walter Toebe Construction Co.	\$ 899,876.54	Same 5
C.A. Hull Co., Inc.		
J. Slagter & Son Construction Co.		
Milbocker and Sons, Inc.		
Midwest Bridge Company		
J.E. Kloote Contracting, Inc.		
Angelo Iafrate Construction Company		
Dan's Excavating, Inc.		
Hardman Construction, Inc.		

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a Bridge on the Federal-aid highway system under Local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

53424A

Washtenaw County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

15.00 %

Zip Code: 49412.

0.23 mi of road reconstruction, including subgrade undercutting, subbase, hot mix asphalt paving, drainage improvements, concrete curb and gutter, aggregate shoulders and pavement markings on US-2 from Trader's Miner Road to US-2/US-141 in the city of Iron Mountain, Dickinson County.

2 Bidders

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

9/5/06
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Funding Source:

87927A

City of Iron Mountain	20.00 %
State Restricted Trunkline Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded State Funding could be utilized elsewhere thereby negating the previously stated benefits. If this project is not awarded the Metropolitan Planning Organization (Urban Areas) or Rural Task Force (Rural Areas), in conjunction with the Michigan Department of Transportation Office of Economic Development, may decide to table the work until a future fiscal year and appropriate Federal Funds. Subsequently, under this scenario, other jobs could lose precedence on the Transportation Improvement Program.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates Federal Regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

Selection: Low bid.

New Project Identification: Road Reconstruction.

Zip Code: 49801.

324.	LETTING OF AUGUST 04, 2006	ENG. EST.	LOW BID
	PROPOSAL 0608021	\$ 286,559.85	\$ 284,813.50
	PROJECT STH 70609-84963		
	LOCAL AGRMT. 06-5317		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2006		-0.61 %

0.40 mi of road reconstruction, intersection improvements, including drainage improvements, hot mix asphalt paving and pavement markings on Lakewood Boulevard at 144th Avenue, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 284,813.50	Same	1 **
Weick Bros., Inc.	\$ 292,923.23	Same	2
Triangle Excavators, Inc.	\$ 298,443.05	Same	3
Brenner Excavating, Inc.	\$ 301,529.20	Same	4
Kentwood Excavating, Inc.	\$ 313,704.15	Same	5
Kamminga & Roodvoets, Inc.	\$ 326,868.45	Same	6
Schippers Excavating, Inc.	\$ 333,830.30	Same	7
Nashville Construction Company	\$ 340,611.25	Same	8
Dan Hoe Excavating, Inc.	\$ 367,850.10	Same	9
Nagel Construction, Inc.	\$ 375,748.65	Same	10
Diversco Construction Company Inc.	\$ 447,474.40	Same	11
Dykema Excavators, Inc.			
Aggregate Industries-Central Region			

11 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

* Denotes a non-standard contract/amendment

9/5/06

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By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

84963A
 Ottawa County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49424.

325. LETTING OF AUGUST 04, 2006 ENG. EST. LOW BID
 PROPOSAL 0608025 \$ 1,651,409.09 \$ 1,572,650.96
 PROJECT SUG 82400-87288
 LOCAL AGRMT. 06-5264 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 30, 2007 -4.77 %

Signal modernization citywide at 46 locations from Clairmont Street to LaSalle Road in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Motor City Electric Utilities Co.	\$ 1,572,650.96	Same	1 **
Rauhorn Electric, Inc.	\$ 1,598,387.80	Same	2
Posen Construction, Inc.	\$ 1,623,415.23	Same	3
J. Ranck Electric, Inc.	\$ 1,625,400.99	Same	4
Metropolitan Power & Lighting, Inc.	\$ 1,684,213.00	Same	5
Alpha Electric, Inc.	\$ 1,794,688.00	Same	6
Trans Tech Electric Limited Partner			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

87288A
 Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 48227.

* Denotes a non-standard contract/amendment

326. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608026
 PROJECT STUL 61407-84345
 LOCAL AGRMT. 06-5315
 START DATE - 10 days after award
 COMPLETION DATE - 16 working days

ENG. EST.
 \$ 119,449.05

LOW BID
 \$ 155,222.90

% OVER/UNDER EST.
 29.95 %

0.35 mi of road resurfacing, including base crushing and shaping, hot mix asphalt paving, concrete curb and gutter, aggregate shoulders, drainage structures and pavement markings on Shonat Avenue from Apple Avenue (M-46) to Oak Road, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 155,222.90	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 185,553.34	Same	2
Aggregate Industries-Central Region	\$ 218,042.79	Same	3
Rieth-Riley Construction Co., Inc.	\$ 227,801.39	Same	4
Omans Contracting, Inc.			
C & D Hughes, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

84345A
 Muskegon County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 49442.

327. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608027
 PROJECT STUL 61407-84347
 LOCAL AGRMT. 06-5316
 START DATE - 10 days after award
 COMPLETION DATE - 21 working days

ENG. EST.
 \$ 315,115.50

LOW BID
 \$ 324,161.52

% OVER/UNDER EST.
 2.87 %

1.25 mi of road resurfacing, including base crushing and shaping, hot mix asphalt paving, drainage structure adjustments and pavement markings on Wolf Lake Road from Evanston Road to Apple Avenue (M-46), Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 324,161.52	Same	1 **
Michigan Paving & Materials Co.	\$ 334,506.88	Same	2
Rieth-Riley Construction Co., Inc.	\$ 348,929.22	Same	3
Omans Contracting, Inc.	\$ 364,257.78	Same	4
C & D Hughes, Inc.			

* Denotes a non-standard contract/amendment

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

84347A

Muskegon County	18.15 %
Federal Highway Administration Funds	81.85 %

Selection: Low bid.

Zip Code: 49442.

328.	LETTING OF AUGUST 04, 2006	ENG. EST.	LOW BID
	PROPOSAL 0608028	\$ 1,060,936.97	\$ 1,014,887.64
	PROJECT CM 63459-53637		
	LOCAL AGRMT. 06-5352		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 30, 2007		-4.34 %

0.70 mi of right turn lane construction, including storm drainage improvements, hot mix asphalt paving, concrete sidewalk, concrete curb and gutter, traffic signal upgrades and pavement markings on Wattles Road at Coolidge Road, on Square Lake Road at John R Road and at Dequindre Road in the city of Troy, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 1,014,887.64	Same	1 **
Six-S, Inc.	\$ 1,061,370.96	Same	2
John Carlo, Inc.	\$ 1,074,546.03	Same	3
Florence Cement Company	\$ 1,138,066.31	Same	4
Peter A. Basile Sons, Inc.	\$ 1,179,456.26	Same	5
ABC Paving Company	\$ 1,256,122.44	Same	6
Angelo Iafrate Construction Company	\$ 1,315,702.66	Same	7
Pamar Enterprises, Inc.	\$ 1,324,382.27	Same	8
Ajax Paving Industries, Inc.			
Cadillac Asphalt, LLC.			
The Oakland Excavating Company			
L.J. Construction, Inc.			
L. Squared Construction, LLC.			
Pro-Line Asphalt Paving Corp.			
Barrett Paving Materials, Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

* Denotes a non-standard contract/amendment

Source of Funds:

53637A

Federal Highway Administration Funds 79.81 %

City of Troy 20.19 %

Selection: Low bid.

Zip Code: 49098.

329. LETTING OF AUGUST 04, 2006 ENG. EST. LOW BID
PROPOSAL 0608029 \$ 545,512.00 \$ 530,930.42
PROJECT EDDF 19555-59941
LOCAL AGRMT. 06-5360 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 03, 2006 -2.67 %

2.51 mi of hot mix asphalt overlay and aggregate shoulder on
South Grange Road from Hanses Road to M-21, Clinton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 530,930.42	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 543,920.83	Same	2
Aggregate Industries-Central Region	\$ 565,771.44	Same	3

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

59941A

Clinton County 20.00 %

Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 48873.

330. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608030
 PROJECT STL 61054-78667
 LOCAL AGRMT. 06-5350
 START DATE - 10 days after award
 COMPLETION DATE - 30 working days

ENG. EST.
 \$ 574,506.50

LOW BID
 \$ 633,600.08

% OVER/UNDER EST.
 10.29 %

2.12 mi of hot mix asphalt resurfacing, base crushing and shaping, trenching, and aggregate shoulders on Duck Lake Road from west of Simonelli Road easterly to Lorenson Road, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 633,600.08	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 679,593.45	Same	2
Michigan Paving & Materials Co.	\$ 691,947.56	Same	3
Omans Contracting, Inc.	\$ 755,433.00	Same	4

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

78667A

Muskegon County

20.00 %

Federal Highway Administration Funds

80.00 %

Selection: Low bid.

Zip Code: 49442.

331. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608031
 PROJECT STU 82400-87811
 LOCAL AGRMT. 06-5336
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 29, 2007

ENG. EST. \$ 1,133,936.95
 LOW BID \$ 1,062,962.70
 % OVER/UNDER EST. -6.26 %

Hot mix asphalt resurfacing at 10 locations from Oakland Road to Lawton Avenue, in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 1,062,962.70	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,069,951.42	Same	2
Barrett Paving Materials, Inc.			
ABC Paving Company			
Florence Cement Company			

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

87811A	
City of Detroit	18.15 %
Federal Highway Administration Funds	81.85 %

Selection: Low bid.

Zip Code: 48203.

332. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608035
 PROJECT STE 61153-83646
 LOCAL AGRMT. 06-5322
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 20, 2008

ENG. EST.
 \$ 632,342.39

LOW BID
 \$ 753,344.45

% OVER/UNDER EST.
 19.14 %

0.45 mi of hot mix asphalt milling and resurfacing, sidewalk reconstruction, landscaping, street light system upgrade and pedestrian furnishings on West Western Avenue from 3rd Street to 8th Street in the city of Muskegon, Muskegon County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 753,344.45	Same	1 **
Diversco Construction Company Inc.	\$ 765,775.10	Same	2
Northern Construction Services, Co.			
C & D Hughes, Inc.			

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

83646A	
Federal Highway Administration Funds	48.35 %
City of Muskegon	51.65 %

Selection: Low bid.

Zip Code: 49441.

Upgrade and retime traffic signal controller, upgrade pavement markings on Ferry Street at Russell Street, Chatsworth Street at Mack Avenue, Chicago Street at Meyers Road, Connor Street at McNichols Road, Dexter Avenue at Ewald Circle, Linnhurst Street at Schoenherr Street, John R Street at Nevada Street, Conner Street at Chandler Park Drive, Davison Street at Mound Road and Warren Avenue at Woodward Avenue and upgrade and retime traffic signal controller, upgrade pavement markings and add countdown pedestrian signal on Hancock Street at John R Street, Lawndale Street at Vernor Highway, McNichols Road at Strasburg Street, Forest Avenue at John R Street, Fenkell Street at St. Mary's Street, McNichols Road at Waltham Street, West Grand Boulevard at Lodge Service Drive and Scotten Street at Vernor Highway in the city of Detroit, Wayne County.

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

84966A				
	City of Detroit		20.00	%
	Federal Highway Administration Funds		80.00	%
84967A				
	City of Detroit		20.00	%
	Federal Highway Administration Funds		80.00	%

Zip Code: 48227.

334. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608037
 PROJECT STH 52609-78265
 LOCAL AGRMT. 06-5314
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2006

ENG. EST.
 \$ 321,807.90

LOW BID
 \$ 338,656.87

% OVER/UNDER EST.
 5.24 %

Remove and replace bridge along with related approach work
 on Carson Road over Carp River in the city of Ishpeming,
 Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 338,656.87	Same	1 **
A. Lindberg & Sons, Inc.	\$ 361,849.00	Same	2
Zenith Tech, Inc.	\$ 369,880.25	Same	3
Bacco Construction Company	\$ 377,245.50	Same	4
Associated Constructors, LLC	\$ 410,959.00	Same	5
Oberstar, Inc.	\$ 419,558.24	Same	6
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
Snowden, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

78265A

Federal Highway Administration Funds	80.00 %
City of Ishpeming	20.00 %

Selection: Low bid.

Zip Code: 49849.

335. LETTING OF AUGUST 04, 2006 ENG. EST. LOW BID
 PROPOSAL 0608043 \$ 373,488.50 \$ 355,548.07
 PROJECT EDDF 15555-78484, ETC
 LOCAL AGRMT. 06-5367 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 07, 2006 -4.80 %

0.78 mi of hot mix asphalt road reconstruction, base
 crushing and shaping, hot mix asphalt curb, and water main
 on Division Street from Main Street easterly to Buzzell
 Street and on State Street from M-32 easterly to Griffin
 Road, in the city of East Jordan, Charlevoix County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
M & M Excavating Co., Inc.	\$ 355,548.07	Same	1 **
Payne & Dolan, Inc.	\$ 364,759.31	Same	2
MDC Contracting, LLC	\$ 368,818.07	Same	3
Rieth-Riley Construction Co., Inc.	\$ 418,504.50	Same	4
D.J. McQuestion & Sons, Inc.	\$ 464,000.37	Same	5
Elmer's Crane & Dozer, Inc.			
Cordes Excavating, Inc.			

5 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the resurfacing of a predetermined
 portion or entire Highway on the Federal-aid highway system, under Local
 jurisdiction. It was selected through a process outlined in the Safe,
 Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users,
 by the applicable Metropolitan Planning Organization (Urban Areas) or Rural
 Task Force (Rural Areas), and was approved by MDOT and the Federal Highway
 Administration.

Benefit: By awarding this project, the Federal aid highway system is further
 preserved providing increased economic value and quality of life for the
 traveling public.

Funding Source:

78484A

City of East Jordan	64.92 %
Federal Highway Administration Funds	27.80 %
State Restricted Economic Development Funds	7.28 %

78485A

City of East Jordan	33.00 %
Federal Highway Administration Funds	58.00 %
State Restricted Economic Development Funds	9.00 %

Commitment Level: The contract cost is not fixed. It is based on the
 engineer's best estimate of probable construction cost. The contract's final
 cost will be based on actual quantities built in the field and unit prices
 bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be
 returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded
 the project. Any negotiation prior to award of this contract, whether
 implicit or explicit, violates Federal Regulations and Section 107.01 of the
 2003 Michigan Department of Transportation Standard Specifications for

* Denotes a non-standard contract/amendment

Construction.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49727.

336. LETTING OF AUGUST 04, 2006 ENG. EST. LOW BID
PROPOSAL 0608044 \$ 519,200.00 \$ 411,162.00
PROJECT STUL 39405-84866
LOCAL AGRMT. 06-5356 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 20, 2006 -20.81 %

1.86 mi of cold milling hot mix asphalt pavement, hot mix
asphalt resurfacing and pavement markings on Stadium Drive
from 8th Street to 11th Street in the city of Kalamazoo,
Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 411,162.00	Same	1 **
Aggregate Industries-Central Region	\$ 445,612.00	Same	2

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

84866A	
Kalamazoo County	18.15 %
Federal Highway Administration Funds	81.85 %

Selection: Low bid.

Zip Code: 49002.

337. LETTING OF AUGUST 04, 2006 ENG. EST. LOW BID
PROPOSAL 0608045 \$ 488,306.00 \$ 426,300.52
PROJECT STE 31052-83583
LOCAL AGRMT. 06-5295 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 31, 2008 -12.70 %

0.30 mi of concrete sidewalk, drainage system improvements
and landscaping on Calumet Street (M-26) from MacDonald
Street to Fifth Street in the village of Lake Linden,
Houghton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
MJO Contracting, Inc.	\$ 426,300.52	Same	1 **
Hebert Construction Company			
Bacco Construction Company			
Snowden, Inc.			

* Denotes a non-standard contract/amendment

1 Bidder

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

83583A

Federal Highway Administration Funds	27.61 %
City of Linden	72.39 %

Selection: Low bid.

Zip Code: 49945.

338. LETTING OF AUGUST 04, 2006	ENG. EST.	LOW BID
PROPOSAL 0608046	\$ 543,449.00	\$ 591,716.40
PROJECT STE 63041-87188		
LOCAL AGRMT. 06-5337		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - DECEMBER 01, 2006		8.88 %

0.20 mi of concrete sidewalk, site furnishings, plantings, pavers, lighting removal and water main system improvement on Saginaw Street from Water Street to M-59 in the city of Pontiac, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Abbott Construction, Inc.	\$ 591,716.40	Same	1 **
Peter A. Basile Sons, Inc.	\$ 620,057.61	Same	2
Angelo Iafrate Construction Company	\$ 687,949.37	Same	3
L. Squared Construction, LLC.	\$ 728,250.18	Same	4
Zito Construction Co.	\$ 797,094.51	Same	5
Posen Construction, Inc.			
Pamar Enterprises, Inc.			
Walter Toebe Construction Co.			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

87188A

Federal Highway Administration Funds	67.61 %
City of Pontiac	32.39 %

Selection: Low bid.

Zip Code: 48342.

* Denotes a non-standard contract/amendment

339. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608050
 PROJECT BRO 16016-83850
 LOCAL AGRMT. 06-5362
 START DATE - 10 days after award
 COMPLETION DATE - MAY 25, 2007

ENG. EST.
 \$ 337,044.50

LOW BID
 \$ 344,357.00

% OVER/UNDER EST.
 2.17 %

Remove and replace bridge along with related approach work
 on Webb Road over Little Pigeon River, Cheboygan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
John Henry Excavating, Inc.	\$ 344,357.00	Same	1 **
S.L. & H. Contractors, Inc.	\$ 367,385.68	Same	2
Milbocker and Sons, Inc.	\$ 389,546.81	Same	3
McDowell Construction, L.L.C.	\$ 394,560.23	Same	4
Anlaan Corporation	\$ 425,081.98	Same	5
Zenith Tech, Inc.			
Heystek Contracting Inc.			
J.E. Kloote Contracting, Inc.			
L.W. Lamb, Inc.			
J. Slagter & Son Construction Co.			

5 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a Bridge on the
 Federal-aid highway system under Local jurisdiction. This project was
 selected through the local bridge selection process as defined in current
 legislation.

Benefit: By awarding this project, the transportation system is further
 preserved providing increased economic value and quality of life for the
 traveling public.

Funding Source:

83850A	
Cheboygan County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the
 engineer's best estimate of probable construction cost. The contract's final
 cost will be based on actual quantities built in the field and unit prices
 bid by the contractor.

Risk Assessment: State Local Bridge Funds are required to be allocated for
 Local Bridge projects within Michigan. If the project is not awarded, the
 funds would be required by law to be applied to another bridge project. If
 the project is not awarded, there is a possibility that the bridge will
 deteriorate further and will impact vehicular traffic to the point of
 restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded
 the project. Any negotiation prior to award of this contract, whether
 implicit or explicit, violates Federal Regulations and Section 107.01 of the
 2003 Michigan Department of Transportation Standard Specifications for
 Construction.

Selection: Low bid.

New Project Identification: Bridge Replacement.

* Denotes a non-standard contract/amendment

340.	LETTING OF AUGUST 04, 2006	ENG. EST.	LOW BID
	PROPOSAL 0608052	\$ 91,249.00	\$ 81,561.95
	PROJECT STE 41063-86024		
	LOCAL AGRMT. 06-5338		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 01, 2008		-10.62 %

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 81,561.95	Same	1 **
Spring Valley Contracting, LLC.	\$ 86,983.50	Same	2
Diversco Construction Company Inc.	\$ 104,279.70	Same	3

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

86024A		
Federal Highway Administration Funds	45.16	%
City of Grand Rapids	54.84	%

Zip Code: 49548.

341. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608215
 PROJECT BRO 37006-78957
 LOCAL AGRMT. 06-5245
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2007

ENG. EST.
 \$ 522,215.50

LOW BID
 \$ 417,677.89

% OVER/UNDER EST.
 -20.02 %

Bridge removal and replacement along with related approach
 work on Beal City Road over Jordan Creek, Isabella County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 417,677.89	Same	1 **
Heystek Contracting Inc.	\$ 438,729.00	Same	2
Miller Development, Inc.	\$ 455,630.00	Same	3
C. R. Hunt Construction Company	\$ 455,952.45	Same	4
Anlaan Corporation	\$ 482,397.15	Same	5
J.E. Kloote Contracting, Inc.	\$ 496,661.66	Same	6
Milbocker and Sons, Inc.	\$ 510,036.51	Same	7
McDowell Construction , L.L.C.	\$ 514,327.54	Same	8
John Henry Excavating, Inc.	\$ 514,517.50	Same	9
Davis Construction, Inc.	\$ 518,069.05	Same	10
E.T. MacKenzie Company	\$ 539,382.84	Same	11
J. Slagter & Son Construction Co.	\$ 560,719.97	Same	12
3-S Construction, Inc.	\$ 613,456.37	Same	13
C.A. Hull Co., Inc.			
Fisher Contracting Company			
Quantum Construction Company, Inc.			
Walter Toebe Construction Co.			

13 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

78957A

Isabella County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Selection: Low bid.

Zip Code: 48864.

342.	LETTING OF AUGUST 04, 2006	ENG. EST.	LOW BID
	PROPOSAL 0608051	\$ 64,750.00	\$ 48,275.00
	PROJECT M 84900-85519B01		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 60 calendar days		-25.44 %

BIDDER	AS-SUBMITTED	AS-CHECKED	
North American Dismantling Corp.	\$ 48,275.00	Same	1 **
Pitsch Wrecking Company	\$ 65,200.00	Same	2
Homrich Wrecking, Inc.	\$ 76,925.00	Same	3
Rohde Brothers Excavating, Inc.			
Young's Environmental Cleanup, Inc.			

Zip Code: 48326.

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EXTRAS

343. Extra 2006 - 113

Control Section/Job Number: 82062-59881 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$17,801,817.81

Description of Project:

3.3 kilometers of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement on US-12 from I-94 to Livernois Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	617,659.24	+ 3.59%
Total of Extras/Adjustments (Approved to Date):	3,366,703.97	+ 19.59%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>17,639.45</u>	<u>+ 0.10%</u>
Revised Total	<u>\$21,186,780.25</u>	+ 23.28%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.18% over the original budget for an **Authorized to Date Amount** of \$21,169,140.80.

Approval of this extra will place the authorized status of the contract 23.28% or \$4,002,002.66 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005 – 111	14 r. 1	\$416,797.42	10/04/05
2005 – 122	22 r. 1	\$370,000.00	11/01/05
2005 – 143	24, 25 r. 1	\$1,816,436.12	12/06/05
2006 – 007	28	\$327,467.00	02/07/06
2006 – 042	26	\$9,897.70	04/04/06
2006 – 053	31, 33	\$162,586.00	05/02/06
2006 – 070	34, 35	\$170,690.01	06/06/06

* Denotes a non-standard contract/amendment

Contract Modification Number(s): 36

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Buried Vault Rem	<u>\$17,639.45</u>
Total	<u>\$17,639.45</u>

Reason(s) for Extra(s)/Adjustment(s):

The extra work item Buried Vault Rem was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

A buried vault was discovered that conflicted with the proposed work. The contractor was directed to remove the vault and backfill the area. The vault contained a sand slurry material; therefore, a subcontractor was brought in to sample the material and assist in its removal. This extra item will compensate the contractor for the subcontractor's work to test and assist in the removal of the material. The extra cost for Buried Vault Rem is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.21%; City of Detroit 1.94%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

344. **Extra 2006 - 114**

Control Section/Job Number:	13001-83840	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras. This project also has one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	

* Denotes a non-standard contract/amendment

Contractor: Milbocker and Sons, Inc.
1256 29th Street
Allegan, MI 49010

Designed By: Wightman & Associates, Inc.
Engineer's Estimate: \$575,796.58

Description of Project:

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on North Eaton Street over Kalamazoo River, in the city of Albion, Calhoun County.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 5, 2006	
Original Contract Amount:	\$619,498.70	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>200,000.00</u>	<u>+ 32.28%</u>
Revised Total	<u>\$819,498.70</u>	+ 32.28%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$619,498.70.

Approval of this extra will place the authorized status of the contract 32.28% or \$200,000.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Hazardous Contaminated Material Handling and Disposal	<u>\$200,000.00</u>
Total	<u>\$200,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The extra item Hazardous Contaminated Material Handling and Disposal will establish a budgeted amount for removing hazardous contaminated soil and water at the bridge abutments and watermain excavations. The project was bid with a small quantity of removing non-hazardous contaminated material and disposal in case this type of material was discovered during construction operations. After the project was awarded, several on-site meetings revealed that hazardous material may be present in the excavation areas. The soil was tested and the presence of hazardous materials was confirmed. It is anticipated that the water from the dewatering of the abutment cofferdams and watermain excavation will also be hazardous, and proper work methods and disposal will be necessary to deal with the contaminated water.

The soil contamination might be related to the adjacent local utility property owner; if this is confirmed, recovery costs will be pursued. The final cost for Hazardous Contaminated Material Handling and Disposal will be reimbursed to the contractor based on force account records per Section 109.07 of the 2003 Standard Specifications for construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 95%; City of Albion, 5%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49224.

345. **Extra 2006 - 115**

Control Section/Job Number: 25132-51608 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has one extra that exceeds the \$100,000 Ad Board limit for reviewing extras..

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: C.A. Hull Co., Inc.
8177 Goldie Rd.
Walled Lake, MI 48390

Designed By: MDOT
Engineer's Estimate: \$9,141,670.41

Description of Project:

Rehabilitation of 21 bridges including overlays, beam end repair, pin and hanger replacement, thrie beam retrofit, painting, substructure, pier and abutment repair, railing, and joint repairs on I-75, I-69, and I-475 in the city Flint, Flint Township, Genesee County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	March 2, 2004	
Original Contract Amount:	\$8,726,549.71	
Total of Overruns/Changes (Approved to Date):	256,404.85	+ 2.94%
Total of Extras/Adjustments (Approved to Date):	619,116.51	+ 7.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>390,469.20</u>	<u>+ 4.47%</u>
Revised Total	<u>\$9,992,540.27</u>	+ 14.50%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.03% over the original budget for an **Authorized to Date Amount** of \$9,602,071.07.

Approval of this extra will place the authorized status of the contract 14.50% or \$1,265,990.56 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004 – 044	3 r. 6	\$103,000.00	07/06/04
2005 – 107	17	\$220,500.00	10/04/05

Contract Modification Number(s): 18

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Cost of Additional Blasting S10-5	30,370.000 Sft @ \$2.64/Sft	\$80,176.80
Cost of Additional Blasting S10-7	87,165.000 Sft @ \$2.64/Sft	230,115.60
Cost of Additional Blasting S10-6	30,370.000 Sft @ \$2.64/Sft	80,176.80
Total		<u>\$390,469.20</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor filed a project claim totaling \$585,277.00, plus 5% prime contractor markup for differing site conditions. The claim was based on the original beam fabrication differing from what was shown on the plans. The beams were more difficult to clean and required more effort. The claim proceeded to a central office review hearing where it was heard by an independent MDOT review panel. The contractor submitted clarification material late and the claim was returned to the region for further discussion. After a further review, the region determined that the contractor was due \$390,469.20 of the total claimed amount. The extra cost for each work item was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. All costs were determined to be reasonable based on force account documentation, daily records, and similar work in the region.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

* Denotes a non-standard contract/amendment

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48507.

346. **Extra 2006 - 116**

Control Section/Job Number:	78022-32365	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Oselka Construction 10900 Kruger Rd Union Pier, MI 49129	
Designed By:	MDOT	
Engineer's Estimate:	\$2,055,704.59	

Description of Project:

1.11 kilometers of bituminous widening and resurfacing, curb and gutter, drainage and geometric improvements, and utility work on US-12 from west of Elaine Street easterly to west of Centreville Road and construction of a motorized path and tree plantings on US-12 from 100 meters west of Elaine Street to Surprise in the city of Sturgis, St. Joseph County.

Administrative Board Approval Date:	October 1, 2002	
Contract Date:	March 6, 2003	
Original Contract Amount:	\$1,882,242.77	
Total of Overruns/Changes (Approved to Date):	(146,604.58)	- 7.79%
Total of Extras/Adjustments (Approved to Date):	121,543.46	+ 6.46%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>108,437.99</u>	<u>+ 5.76%</u>
Revised Total	<u>\$1,965,619.64</u>	4.43%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.33%

* Denotes a non-standard contract/amendment

under the original budget for an **Authorized to Date Amount** of \$1,857,181.65.

Approval of this extra will place the authorized status of the contract 4.43% or \$83,376.87 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006 – 033	9 r. 4	\$13,666.35	03/21/06

Contract Modification Number(s): 12 r. 4, 14

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 12

Curb and Gutter, Rem	314.960 m @ \$21.00/m	<u>\$6,614.16</u>
Total		<u>\$6,614.16</u>

CM 14

Region Office Review Claim Adjustment	<u>\$101,823.83</u>
Total	<u>\$101,823.83</u>

Grand Total	<u>\$108,437.99</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 12

The extra work item Curb and Gutter, Rem was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

Curb and gutter removal is shown on the project plans, but was omitted from the original project bid items. The contractor was directed to complete the work as shown on the project plans. The extra cost for Curb and Gutter, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 14

Thirty-two project claims were filed by the contractor per Section 104.09 of the 1996 Standard Specifications for Construction. Two claim meetings, TSC level and region level, have been conducted on this project. Seven of the claim issues were documented and resolved on a previous contract modification. This contract modification will compensate the contractor for monies due related to the remaining 25 claim issues. The contractor requested \$163,401.74 for the 25 claimed issues. The Region office claim review panel determined that \$101,823.83 was due to the contractor based on the claim hearing, force account documentation provided, and the contract documents.

The disputed items were related to three topics, seasonal shut-down issues, original pay item issues, and extra work issues. All original pay item claims were denied. The contractor was awarded \$1,354.16 in compensation for the extra item issues, and \$100,469.67 for the seasonal shut down issues. The Region office claim review panel determined the engineer directed work and therefore the contractor should be reimbursed for work completed.

Each claim was filed with force account records being the basis of compensation. The extra cost for

* Denotes a non-standard contract/amendment

Region Office Review Claim Adjustment is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: The extra item, Curb and Gutter remove was essential to the safe and timely completion of this contract. The Region Office Claim Review Adjustment was necessary to compensate the contractor for work completed at the direction of the engineer.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49091.

347. **Extra 2006 - 117**

Control Section/Job Number:	81031-55457	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Mead Bros. Excavating, Inc. P.O. Box 99 Springport, MI 49284	
Designed By:	HH Engineering, LTD	
Engineer's Estimate:	\$2,210,641.49	

Description of Project:

1.37 miles of constructing passing relief lanes, hot mix asphalt resurfacing, and culvert extensions on US-12 (Michigan Avenue) from Feldkamp Road to Schill Road in Saline Township, Washtenaw County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	January 4, 2005	
Original Contract Amount:	\$2,195,000.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	373,079.21	+ 17.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%

* Denotes a non-standard contract/amendment

THIS REQUEST

8,764.36

+ 0.40%

Revised Total

\$2,576,843.57

+ 17.40%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.00% over the original budget for an **Authorized to Date Amount** of \$2,568,079.21.

Approval of this extra will place the authorized status of the contract 17.40% or \$381,843.57 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006 – 028	3	\$276,684.68	03/07/06
2006 – 065	1, 4 r. 1	\$18,624.49	06/06/06
2006 – 097	9	\$35,449.06	07/05/06

Contract Modification Number(s): 10 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Force Account: Soil Erosion Repairs	\$3,683.21
Force Account: HMA Shoulder Repair	<u>5,081.15</u>
Total	<u>\$8,764.36</u>

Reason(s) for Extra(s)/Adjustment(s):

Heavy rain storms in February 2006 caused severe erosion in project ditches. The contractor was directed to repair and restore the eroded ditches. The extra cost for Force Account: Soil Erosion Repairs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Poor existing subgrade conditions caused failure in the newly placed asphalt leveling course. The contractor was directed to remove and replace the failed subgrade and HMA material. The extra cost for Force Account: HMA Shoulder Repair is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

* Denotes a non-standard contract/amendment

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48176.

348. **Extra 2006 - 118**

Control Section/Job Number: 82123-45199 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: MDOT
Engineer's Estimate: \$24,774,092.81

Description of Project:

0.93 miles of reconstruction of mainline I-96 and ramps, drainage work, signing, pavement marking, lighting, Intelligent Transportation System, guardrail construction, concrete barrier wall and valley gutter, curb and gutter, turf establishment and bridge work of deck replacement, overlay, steel repair, pin and hanger, paint, guardrail, substructure and abutment repair, widening, and beam heat straightening on 14 bridges on I-96 from Warren Avenue to Roosevelt Avenue in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 3, 2005	
Original Contract Amount:	\$25,933,021.14	
Total of Overruns/Changes (Approved to Date):	682,480.82	+ 2.63%
Total of Extras/Adjustments (Approved to Date):	843,362.48	+ 3.25%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>364,822.50</u>	<u>+ 1.41%</u>
Revised Total	<u>\$27,823,686.94</u>	+ 7.29%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.88% over the original budget for an **Authorized to Date Amount** of \$27,458,864.44.

Approval of this extra will place the authorized status of the contract 7.29% or \$1,890,665.80 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
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* Denotes a non-standard contract/amendment

2005 – 147	6 r. 2	\$320,000.00	12/06/05
2006 – 027	10 r. 1	\$250,000.00	03/07/06

Contract Modification Number(s): 17 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Extra – Clean and Coat S42/46 A-588 Steel	<u>\$364,822.50</u>
Total	<u>\$364,822.50</u>

Reason(s) for Extra(s)/Adjustment(s):

Two project bridges were misidentified in the contract documents as being coated with a lead based paint system. The bridges were actually uncoated weathering (A588) steel. A588 steel requires a greater effort to clean (sand blast) because the rust penetrates deeper into the steel surface. The steel also requires additional coating material and effort because of the deeper surface pattern left as a result of the cleaning process. The contractor submitted a request for an increase in cost because of the misidentified paint system. The engineer negotiated a cost to compensate the contractor for the additional cleaning and coating work that was required on the two project bridges. The extra cost for Extra – Clean and Coat S42/46 A-588 Steel was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on similar project items and a similar extra issue on a region project in the previous construction season.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48612.

349. **Extra 2006 - 119**

Control Section/Job Number: 82194-59318 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. It also has two extras that exceed the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing

* Denotes a non-standard contract/amendment

extras. This project also has an extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Atsalis Bros. Painting Co.
22189 E. Fourteen Mile Road
Clinton Twp., MI 48035

Designed By: MDOT
Engineer's Estimate: \$22,780,456.11

Description of Project:

Painting, structural bolt replacement and retrofit, placing chain link fence, rubbish removal, and maintaining traffic on I-75 northbound and southbound ramps over the River Rouge, Dearborn Street, and Consolidated Canadian National and Norfolk Southern Railroads in the city of Detroit, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 28, 2003	
Original Contract Amount:	\$13,265,465.16	
Total of Overruns/Changes (Approved to Date):	42,922.77	+ 0.32%
Total of Extras/Adjustments (Approved to Date):	707,544.87	+ 5.33%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>976,649.00</u>	<u>+ 7.36%</u>
Revised Total	<u>\$14,992,581.80</u>	+ 13.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.65% over the original budget for an **Authorized to Date Amount** of \$14,015,932.80.

Approval of this extra will place the authorized status of the contract 13.01% or \$1,727,116.64 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006 - 090	8 r. 1, 10 r. 1	\$381,849.00	07/05/06

Contract Modification Number(s): 7, 13 r. 2

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 7

Work Platform Spans 38 and 40	1.000 LS @ \$158,498.00/LS	<u>\$158,498.00</u>
Total		<u><u>\$158,498.00</u></u>

CM 13

Rework Scaffolding at Span 39	1.000 LS @ \$818,151.00/LS	<u>\$818,151.00</u>
Total		<u><u>\$818,151.00</u></u>

Grand Total

\$976,649.00

* Denotes a non-standard contract/amendment

Reason(s) for Extra(s)/Adjustment(s):**CM 7 and 13**

These contract modifications were established to compensate the contractor for costs incurred due to the incorporation of United States Coast Guard and Army Corp of Engineer waterway permits. These permits were added after project award.

During the design phase it was estimated that the bridge work would not encroach upon the navigable waterway. In addition, a permit for bridge painting work over waterways has not been required in the past by the United States Coast Guard. Upon commencement of construction operations MDOT was informed by the United States Coast Guard that a permit was to be submitted and strict overhead clearances would be required for work above the river which was contrary to past practices for similar work. This caused the contractor to change their planned method of painting span 39, which encompasses eight lanes and spans 300 feet over the Rouge River.

The work associated with the extra item Work Platform Spans 38 and 40 is described below.

The original design plans depicted the work on spans 38, 39, and 40 as one complete operation. Contract work for these spans was to be delayed until the proper permit could be obtained. The contractor was directed to continue project work on spans 38 and 40, as the equipment and personnel were on site and to minimize impacts to the progress schedule. The work on spans 38 and 40 continued with additional costs as the work was non-continuous. Bridge beam work was now gapped around span 39 causing an additional 26 bulkheads, cable mounts, spreader bars, equipment, and labor.

The work associated with the extra item Rework Scaffolding at Span 39 is described below.

The United States Coast Guard required the contractor to submit plans showing their method of painting allowing the temporary paint platforms to hang a maximum of 3.5 feet below the bottom of the bridge beams. Any object extending below the 3.5 foot threshold was considered unsafe and a hazard to both the contractor and boat traffic on the river. The contractor was originally planning to suspend their platforms 10 feet below the bridge beams. Their plan and existing platform system would not allow for the 3.5 foot minimum clearance, as their platform was 4 feet high. This made it impossible to meet the United States Coast Guard requirements with their existing system. The contractor had to purchase a new platform system that was less efficient and less cost effective than the originally planned system. The permits took several months to obtain, which pushed the project into the winter months making the work more costly due to heating, housing, and lost production.

The extra work was discussed with MDOT Construction and Technology Support Area specialists to determine if re-bidding the work was more appropriate. After further discussion and analysis of current unit bid costs across the state, it was decided that keeping the work as part of this project was more advantageous and more cost effective.

The extra cost for Work Platform Spans 38 and 40 and Rework Scaffolding at Span 39 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar project work and work in the region.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24,

* Denotes a non-standard contract/amendment

2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48101.

350. **Extra 2006 - 120**

Control Section/Job Number: 82121-47069A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Ajax Paving Industries, Inc.
P O Box 7058
Troy, MI 48007

Designed By: MDOT

Engineer's Estimate: \$5,789,356.96

Description of Project:

3.1 miles of hot mix asphalt cold milling and resurfacing, detail joint repairs, pavement repairs, curb and sidewalk replacements, and two bridge replacements (B01 eastbound and B02 westbound) on M-5 from Marene Street to M-102 over the Rouge River in the cities of Detroit and Livonia, Redford Township, Wayne County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 20, 2003	
Original Contract Amount:	\$6,195,691.81	
Total of Overruns/Changes (Approved to Date):	66,817.97	+ 1.08%
Total of Extras/Adjustments (Approved to Date):	1,621,177.82	+ 26.17%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>72,466.85</u>	<u>+ 1.17%</u>
Revised Total	<u>\$7,956,154.45</u>	+ 28.42%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 27.25% over the original budget for an **Authorized to Date Amount** of \$7,883,687.60.

Approval of this extra will place the authorized status of the contract 28.42% or \$1,760,462.64 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

* Denotes a non-standard contract/amendment

Item Number	Contract Modification Number	Amount	SAB Date
2004-04	10 r. 4	\$162,225.00	03/02/04
2004-64	22 r. 4, 23 r. 1, 24 r. 2, 25 r. 1, 26 r. 3, 27 r. 2, 28 r. 2, 31 r. 2	\$562,303.65	10/05/04
2005-26	30 r. 1, 33 r. 1, 36 r. 4, 37 r. 6	\$128,376.95	03/01/05
2005-46	38 r. 2, 39 r. 3, 40 r. 2, 41 r. 1, 42 r. 1, 43 r. 1	\$1,015,922.09	04/05/05
2005-124	44 r. 1, 52	\$32,276.31	11/01/05
2005-144	55, 60	\$164,167.26	12/06/05
2006-095	64, 70, 71, 72	\$60,647.50	07/05/06

Contract Modification Number(s): 78, 80, 83

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 78

Pavt Rem, Butt Joints	229.100 Syd @ \$17.65/Syd	\$4,043.62
Joint and Crack Cleanout	1,278.000 Ft @ \$2.16/Ft	<u>2,760.48</u>
Total		<u>\$6,804.10</u>

CM 80

Idle Time Charges, Watermain Work		\$7,500.00
Dewatering, Watermain		<u>24,500.00</u>
Total		<u>\$32,000.00</u>

CM 83

Winter Traffic Control 2003/2004		\$19,396.75
Winter Traffic Control 2004/2005		<u>14,266.00</u>
Total		<u>\$33,662.75</u>

Grand Total

\$72,466.85

Reason(s) for Extra(s)/Adjustment(s):

CM 78

The project plans required resurfacing of the Short Street connector between US-24 and M-5. The plans incorrectly showed Short Street as an existing asphalt roadway; it was an existing concrete roadway. The contractor was required to recondition the existing joints and create butt joints at the ends of the roadway to properly prepare and tie-in the new asphalt to the adjacent roadways. The extra cost for Pavt Rem, Butt Joints and Joint and Crack Cleanout was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The extra costs were deemed reasonable when compared with similar quantities in MDOT's Average Unit Price Index.

CM 80

The contractor coordinated a watermain shutdown with the local utility in order to connect the proposed watermain to the existing water main. The contractor set up crews and equipment to perform the watermain connection on two separate occasions. The crews and equipment sat idle while the local utility determined which valves operated the watermain in order to isolate the system and complete the proposed work. The extra cost for Idle Time Charges, Watermain Work was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared

* Denotes a non-standard contract/amendment

with daily records, and time and equipment submittals from the contractor. Recovery costs are not being pursued as the local agency had directives for the limitation of overtime work due to financial issues; in addition, watermain work was a result of the roadwork and is considered participating.

The existing water table was discovered to be higher than the elevation of the proposed watermain. Dewatering was required at the bore pits for the watermain in order to complete the planned work. The project soil borings did not depict this situation. The extra cost for Dewatering, Watermain was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and equipment submittals from the contractor.

CM 83

Differing site conditions and substantial extra work on eastbound M-5 over the Rouge River prevented completion of the bridge in the fall of 2003. Some of the issues included a thicker than anticipated bridge deck, discovery of asbestos, and removal of timber piles. These delays required the eastbound M-5 roadway to be closed and traffic detoured during the winter of 2003/2004. The extra item Winter Traffic Control 2003/2004 will compensate the contractor for labor, equipment, and materials required to maintain traffic during this period of time. This extra work is funded with 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds. The extra cost for Winter Traffic Control 2003/2004 was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on the project and in the region.

Utility delays prevented the timely start of work on westbound M-5 over the Rouge River. The delays were because MDOT requested the utility company to relocate their facilities earlier than originally instructed. This request caused delays as the utility companies were not prepared to relocate their facilities; therefore, recovery costs are not being pursued. Once construction operations commenced, differing site conditions and substantial extra work prevented completion of the bridge in the fall of 2004. These issues were of the same nature as described above, except for the discovery of asbestos. These delays required lane closures and a traffic crossover to be maintained over the winter of 2004/2005. This extra work is funded with 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds. The extra item Winter Traffic Control 2003/2004 will compensate the contractor for labor, equipment, and materials required to maintain traffic during this period of time. The extra cost for Winter Traffic Control 2004/2005 was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on the project and in the region.

Section 103.04 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and are now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Detroit, 2.36% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

* Denotes a non-standard contract/amendment

Risk Assessment: This item was required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48219.

351. **Extra 2006 - 121**

Control Section/Job Number:	30032-75182	MDOT Project
State Administrative Board -	This project has one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Hoffman Bros., Inc. 8574 Verona Road Battle Creek, MI 49014	
Designed By:	MDOT	
Engineer's Estimate:	\$2,762,956.01	

Description of Project:

0.52 miles of hot mix asphalt roadway reconstruction, concrete curb and gutter, storm sewer, watermain, signal upgrade and reconstruction of railroad crossing on M-99 east of Lewis Street northerly to north of Fayette Street, 0.78 miles of hot mix asphalt cold milling and resurfacing, intermittent concrete curb and gutter, and reconstruction of railroad crossing on Hillsdale Street from M-99 north to Barber Drive, and railroad crossing reconstruction and hot mix asphalt paving on M-99 east of Lewis Street and detour route (Lewis Street from M-99 south to Spring Street and Spring Street from Lewis Street east to M-99) in the city of Hillsdale, Hillsdale County.

Administrative Board Approval Date:	August 2, 2005	
Contract Date:	August 19, 2005	
Original Contract Amount:	\$2,805,216.76	
Total of Overruns/Changes (Approved to Date):	4,000.00	+ 0.14%
Total of Extras/Adjustments (Approved to Date):	7,585.00	+ 0.27%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>136,000.00</u>	<u>+ 4.85%</u>
Revised Total	<u>\$2,952,801.76</u>	+ 5.26%

Offset Information

Total Offsets This Request	(\$1,000.00)	- 0.04%
Net Revised Request	\$135,000.00	+ 4.81%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.41% over the original budget for an **Authorized to Date Amount** of \$2,816,801.76.

* Denotes a non-standard contract/amendment

Approval of this extra will place the authorized status of the contract 5.26% or \$147,585.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Filter Contaminated Ground Water	<u>\$136,000.00</u>
Total	<u>\$136,000.00</u>

CM 2 Offset Information

Dewatering System for Contaminated Groundwater	<u>(\$1,000.00)</u>
Total	<u>(\$1,000.00)</u>

Net Revised CM 2 Request	<u>\$135,000.00</u>
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Reason(s) for Extra(s)/Adjustment(s):

The original bid item for dewatering contaminated groundwater was bid at a unit cost of \$0.10 per gallon of groundwater, with an original amount of 10,000 gallons. The contractor informed the engineer that the amount of contaminated groundwater to be filtered should have been estimated at 25 to 30 million gallons. After further review and discussion, the engineer confirmed the contractor's estimated amount. Therefore, the engineer negotiated a new cost based on the time required to complete the work. This negotiation resulted in a substantial savings when compared to the original unit cost. The extra cost for Filter Contaminated Ground Water was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the environmental remediation area. This extra work is partially offset by a \$1,000.00 reduction in the original bid item Dewatering System for Contaminated Groundwater.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.35%; State Restricted Trunkline, 14.88%; City of Hillsdale, 3.77%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49242.

352. **Extra 2006 - 122**

Control Section/Job Number: 33045-82839 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Highway Service Co., Inc.
26401 Hall Road
Woodhaven, MI 48183

Designed By: MDOT
Engineer's Estimate: \$248,336.26

Description of Project:

0.36 miles of overhead sign structure upgrades including signs on I-496 westbound at Grand Avenue and exit ramp to Larch Street (Cedar Street) in the city of Lansing, Ingham County.

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	November 17, 2005	
Original Contract Amount:	\$313,772.03	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>139,800.00</u>	<u>+ 44.55%</u>
Revised Total	<u>\$453,572.03</u>	+ 44.55%

Offset Information

Total Offsets This Request	(99,000.00)	- 31.55%
Net Revised Request	\$40,800.00	+ 13.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$313,772.03.

Approval of this extra will place the authorized status of the contract 44.55% or \$139,800.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

* Denotes a non-standard contract/amendment

CM 1

Fdn, Truss Sign Structure Type E 48" dia, Cased	48.000 Ft @ \$850.00/Ft	\$40,800.00
Fdn, Truss Sign Structure Type E 48" dia, Uncased	132.000 Ft @ \$750.00/Ft	<u>99,000.00</u>
Total		<u>\$139,800.00</u>

CM 1 Offset Information

Fdn, Truss Sign Structure Type E 42" dia, Cased	-180.000 Ft @ \$550.00/Ft	<u>(\$99,000.00)</u>
Total		<u>(\$99,000.00)</u>

Net Revised CM 1 Request \$40,800.00

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to change the as planned 42 inch diameter truss foundations to 48 inch diameter truss foundations. This change was directed due to a conflict with the steel reinforcement and anchor bolt configuration as depicted on the plans. Additionally, based on a review of the soil conditions, the contractor was directed to only case the top 12 feet of each of the four foundations. This provided a savings to the project, as cased foundations are more costly. The extra cost for Fdn, Truss Sign Structure Type E 48" dia, Cased and Fdn, Truss Sign Structure Type E 48" dia, Uncased was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work in MDOT's Average Unit Price Index. This extra work is partially offset by a \$99,000.00 reduction in the original bid item Fdn, Truss Sign Structure Type E, 42 inch dia, Cased.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48823.

353. **Extra 2006 - 123**

Control Section/Job Number: 81031-60172 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has individual extras that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras. This project also has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Cadillac Asphalt, LLC
P O Box 87248
Canton, MI 48188

Designed By: MDOT
Engineer's Estimate: \$4,689,927.01

Description of Project:

8.77 miles of cold milling and two course overlay, intersection improvements, and minor drainage and intersection improvements on US-12, from west of Sheridan Road easterly to Feldkamp Road, Lenawee and Washtenaw Counties. This project includes a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	March 15, 2006	
Original Contract Amount:	\$5,363,580.56	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>976,270.97</u>	<u>+ 18.20%</u>
Revised Total	<u>\$6,339,851.53</u>	+ 18.20%

Offset Information

Total Offsets This Request	(\$1,072,329.41)	- 19.99%
Net Revised Request	(\$96,058.44)	- 1.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$5,363,580.56.

Approval of this extra will place the authorized status of the contract 18.20% or \$976,270.97 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

* Denotes a non-standard contract/amendment

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

HMA, 13A, Shoulder	14,000.00 Ton @ \$48.97/Ton	\$685,580.00
HMA, 13A, Hand Patch	3,000.00 Ton @ \$65.00/Ton	195,000.00
HMA, 13A, Approach	1,431.000 Ton @ \$66.87/Ton	<u>95,690.97</u>
Total		<u>\$976,270.97</u>

CM 1 Offset Information

Hand Patching	-3,002.000 Ton @ \$70.00/Ton	(\$210,140.00)
HMA Approach	-1,431.000 Ton @ \$72.11/Ton	(103,189.41)
HMA, 4E10	-8,000.000 Ton @ \$51.00/Ton	(408,000.00)
HMA, 5E10	-6,000.000 Ton @ \$58.50/Ton	<u>(351,000.00)</u>
Total		(\$1,072,329.41)

Net Revised CM 1 Request (\$96,058.44)

Reason(s) for Extra(s)/Adjustment(s):

The contractor requested a substitution in HMA materials for three project work items; hand patching, shoulders, and residential/commercial driveways. The engineer approved this change after discussion with the region pavement design engineer. The project plans had specified Superpave asphalt material for all of the items listed above. Superpave asphalt is required in certain circumstances and the project did not involve those circumstances (for example, shoulders are less than 8 feet in width and paved with the mainline). Therefore, the contractor proposed and the engineer accepted a change in asphalt material resulting in a project savings of \$96,058.44. The change in asphalt is in line with the MDOT Road Design Manual and will not compromise the original intent, function and design of the shoulders and driveways. The extra costs for HMA, 13A, Shoulder; HMA, 13A, Hand Patch; and HMA, 13A, Approach were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects. This extra work is completely offset by a \$1,072,329.41 reduction in the original bid items Hand Patching; HMA Approach; HMA, 4E10; and HMA, 5E10.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49236.

* Denotes a non-standard contract/amendment

354. **Extra 2006 - 125**

Control Section/Job Number: 63111-51482 MDOT Project

State Administrative Board - This project is under \$800,000 and the extras exceed the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Rd.
Waterford, MI 48328

Designed By: Consultant
Engineer's Estimate: \$9,407,804.53

Description of Project:

1.939 miles of concrete reconstruction on I-75BL at Square Lake Road/Opdyke Road, reconstruction of R01 of 63111, deck replacement of R02, S01-1 and S01-2 of 63111, and deep overlay on S18-5 of 63174 and other miscellaneous items of work in the city of Pontiac, Bloomfield Township, Oakland County.

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	October 5, 2004	
Original Contract Amount:	\$10,332,688.31	
Total of Overruns/Changes (Approved to Date):	540,132.30	+ 5.23%
Total of Extras/Adjustments (Approved to Date):	31,140.00	+ 0.30%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>106,449.95</u>	<u>+ 1.03%</u>
Revised Total	<u>\$11,010,410.56</u>	+ 6.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.53% over the original budget for an **Authorized to Date Amount** of \$10,903,960.61.

Approval of this extra will place the authorized status of the contract 6.56% or \$677,722.25 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Disposal of Hydrodemolition Water and Slurry	<u>\$106,449.95</u>
Total	<u>\$106,449.95</u>

* Denotes a non-standard contract/amendment

Reason(s) for Extra(s)/Adjustment(s):

The original contract called for the collection, filtering, and disposal of runoff water from hydrodemolition activities. Statewide samples of hydrodemolition runoff water were sampled and the runoff water was considered hazardous and therefore, special collection, filtering, and disposal of hydrodemolition runoff water was required. New Michigan Department of Environmental Quality regulations and a new version of the Special Provision for Managing Hydrodemolition Runoff Water were issued and the contractor was directed to comply with the new regulations and the updated special provision. The extra item Disposal of Hydrodemolition Water and Slurry will compensate the contractor for collection, temporary storage, filtering, and disposal of water and slurry generated by the hydrodemolition activities on the S18-5 bridge deck. The extra cost for Disposal of Hydrodemolition Water and Slurry was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on daily records and force account submittals from the contractor.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48301.

355. Extra 2006 - 126

Control Section/Job Number:	77081-75338	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Ron Bretz Excavating, Inc. 36 Turrill Road Lapeer, MI 48446	
Designed By:	Wade-Trim/Associates, Inc.	
Engineer's Estimate:	\$705,800.00	

Description of Project:

0.26 miles of road reconstruction including station grading, aggregate base, subbase, hot mix asphalt paving, concrete curb and gutter, sidewalks, storm sewer, sanitary sewer, watermain, pavement marking,

* Denotes a non-standard contract/amendment

and slope restoration on North Street from M-19 to Clarence Street, city of Yale, St. Clair County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	May 23, 2005	
Original Contract Amount:	\$691,889.94	
Total of Overruns/Changes (Approved to Date):	1,093.10	+ 0.16%
Total of Extras/Adjustments (Approved to Date):	31,988.47	+ 4.62%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>74,100.75</u>	<u>+ 10.71%</u>
Revised Total	<u>\$799,072.26</u>	+ 15.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.78% over the original budget for an **Authorized to Date Amount** of \$724,971.51.

Approval of this extra will place the authorized status of the contract 15.49% or \$107,182.32 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9, 10

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 9

Gas Main Removal	891.000 Ft @ \$12.25/Ft	\$10,914.75
Storm Sewer Lead	19.000 Ft @ \$15.00/Ft	285.00
Storm Sewer Exploratory Excavation	1.000 Ea @ \$6,065.00/Ea	<u>6,065.00</u>
Total		<u>\$17,264.75</u>

CM 10

Sanitary Sewer Lead Location	5.000 Ea @ \$1,678.00/Ea	\$8,390.00
Sanitary Sewer Revisions	4.000 Ea @ \$1,727.00/Ea	6,908.00
Water Main Exploratory Excavation	1.000 Ea @ \$7,242.00/Ea	7,242.00
Water System Repairs	8.000 Ea @ \$1,640.00/Ea	13,120.00
Water System Modifications	4.000 Ea @ \$2,850.00/Ea	11,400.00
HMA, 13A Non-Participating	235.000 Ton @ \$41.60/Ton	<u>9,776.00</u>
Total		<u>\$56,836.00</u>

Grand Total

\$74,100.75

Reason(s) for Extra(s)/Adjustment(s):

CM 9

An existing gas main was in conflict with the proposed storm sewer. The utility company installed a new main and the contractor was directed to remove the existing gas main. Recovery costs are being pursued with the local utility. The removal work consisted of cutting the pipe into disposable sections, temporary stockpiling, and hauling off site for disposal. The extra cost for Gas Main Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable

* Denotes a non-standard contract/amendment

based on daily records, similar work in the region, and similar bid work.

The contractor was directed to reconnect an existing storm sewer lead from a roof drain at a local establishment. This work was inadvertently omitted from the original project pay items, but was necessary to complete the planned work. The extra cost for Storm Sewer Lead was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to original project bid items.

The contractor was directed to conduct exploratory excavations to evaluate conflicts with existing utilities. The exploratory excavations were required to determine the actual elevations of the utility conflicts to allow proper design of the revised storm sewer. The extra cost for Storm Sewer Exploratory Excavation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on daily records, and time and material submittals from the contractor.

CM 10

The contractor was directed to assist the local agency in determining the location of sanitary sewer leads. The work involved exploratory excavation and assisting the television inspection contractor hired by the local agency. This extra work is 100 percent funded by the local agency. The extra cost for Sanitary Sewer Lead Location was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on daily records, and time and material submittals from the contractor.

The contractor was directed to modify manholes at four locations to provide for changes in the sanitary sewer grade or alignment. Modifications included new sewer alignment holes, patching alignment holes no longer necessary, enlarging some alignment holes, and shortening drainage structures. This extra work is 100 percent funded by the local agency. The extra cost for Sanitary Sewer Revisions was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on daily records, and time and material submittals from the contractor.

The contractor was directed to perform exploratory excavations at four project locations. The excavation work was necessary to determine the location of the portions of the water main system that were being abandoned or modified. Documentation for these existing older sections was limited and exploratory excavations were necessary to provide existing network information. This extra work is 100 percent funded by the local agency. The extra cost for Water Main Exploratory Excavation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on daily records, and time and material submittals from the contractor.

Eight existing water service leads were damaged during construction operations. The locations of these leads was not marked in the field due to the limited information available concerning the existing water system. The contractor was directed to repair the water service leads to restore water service. This extra work is 100 percent funded by the local agency. The extra cost for Water System Repairs was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar bid items.

The contractor was directed to perform additional work at four project intersections to disconnect and abandon the existing water main. This work included cutting and capping the existing water mains, along with placement of a thrust block. This work was not anticipated during the design phase due to the limited information available concerning the existing water system. This extra work is 100 percent funded by the local agency. The extra cost for Water System Modifications was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on daily records, and time and material submittals from the contractor.

* Denotes a non-standard contract/amendment

The contractor was directed to perform additional paving. The paving work was outside of the paving limits, but within the project limits. This work was directed as the existing pavement was a patchwork of new sewer trenches and old pavement. The engineer directed the work to provide a more uniform, serviceable, and smooth pavement surface. This extra work is 100 percent funded by the local agency. The extra cost for HMA, 13A, Non-Participating was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable as it was the same unit cost as the original bid item for federally participating work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and are now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; City of Yale, 20% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48097.

356. **Extra 2006 - 127**

Control Section/Job Number:	22023-85874	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras. This project also has one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras. This project also has one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Bacco Construction Company P.O. Box 458 Iron Mountain, MI 49801	
Designed By:	MDOT	
Engineer's Estimate:	\$840,838.54	
Description of Project:		

5.91 miles of hot mix asphalt resurfacing, shoulder aggregate, miscellaneous cold milling, and guardrail improvements on US-2, from east of Kellerman Road easterly to the Dickinson County line, Dickinson

* Denotes a non-standard contract/amendment

County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 8, 2006	
Original Contract Amount:	\$792,304.74	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>636,514.74</u>	<u>+ 80.34%</u>
Revised Total	<u>\$1,428,819.48</u>	+ 80.34%

Offset Information

Total Offsets This Request	(636,514.74)	- 80.34%
Net Revised Request	\$0.00	+ 0.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0% over the original budget for an **Authorized to Date Amount** of \$792,304.74.

Approval of this extra will place the authorized status of the contract 80.34% or \$636,514.74 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

HMA, 5E3	16,147.000 Ton @ \$39.42/Ton	<u>\$636,514.74</u>
Total		<u>\$636,514.74</u>

CM 1 Offset Information

HMA, 4C	-16,147.000 Ton @ \$39.42/Ton	<u>(\$636,514.74)</u>
Total		<u>(\$636,514.74)</u>

Net Revised CM 1 Request	<u>\$0.00</u>
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Reason(s) for Extra(s)/Adjustment(s):

The contractor requested a change in material for all top course paving. The change was approved by the engineer because the material is superior to the as planned material, and the contractor offered a no cost change. The extra cost for HMA, 5E3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar original bid items and MDOT's Average Unit Price Index. The extra cost is completely offset by a reduction in the original bid item HMA, 4C.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

* Denotes a non-standard contract/amendment

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49852.

357. **Extra 2006 - 129**

Control Section/Job Number:	63081-45715	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	CH2M Hill Michigan, Inc.	
Engineer's Estimate:	\$26,681,037.97	
Description of Project:	3.02 miles of freeway and ramp reconstruction, concrete pavement and shoulders, concrete pavement repairs, concrete pavement inlay, bridge rehabilitation on 5 structures, lighting, Michigan Intelligent Transportation System, signing, and pavement marking on M-10 from Beck Road to Lahser Road, in the city of Southfield, Oakland County.	
Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$26,358,391.07	
Total of Overruns/Changes (Approved to Date):	(376,428.26)	- 1.43%
Total of Extras/Adjustments (Approved to Date):	320,802.88	+ 1.22%
Total of Negative Adjustments (Approved to Date):	(3,600.00)	- 0.01%
THIS REQUEST	<u>1,400,000.00</u>	<u>+ 5.31%</u>
Revised Total	<u>\$27,699,165.69</u>	+ 5.09%

* Denotes a non-standard contract/amendment

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.22% under the original budget for an **Authorized to Date Amount** of \$26,299,165.69.

Approval of this extra will place the authorized status of the contract 5.09% or \$1,340,774.62 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: 1

Item Number	Contract Modification Number	Amount	SAB Date
2006-094	1	\$193,444.75	07/05/06

Contract Modification Number(s): 5 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Accepted for Traffic Incentive – Extra \$900,000	\$900,000.00
Accepted for Traffic Incentive – Extra \$500,000	\$500,000.00
Total	<u>\$1,400,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The extra item Accepted for Traffic Incentive – Extra \$900,000 was established to provide a budgeted amount for additional project incentive. The additional incentive period is described as opening I-696, M-10, M-24, and the respective ramps to traffic 30 days earlier than the maximum original incentive date of October 10, 2006. The contractor will be paid an incentive of \$30,000 per calendar day for each full day that the roadways, as described above, are open to traffic prior to October 10, 2006. The additional project incentive for this work is capped at \$900,000. This project was already on an expedited schedule and the contractor will now be expected to work additional overtime and on weekends. After project award, it was determined by project and region staff that expediting project work to an even earlier completion date was justified. The volume of traffic on these sections of roadway, the 16 ramps within the project, and the user delay calculations support the additional incentive. It is desired to complete this work early, and as noted below, before Labor Day when traffic typically increases. The contractor is not allowed extensions to this 30 day period for any weather related events. The extra cost for Accepted for Traffic Incentive – Extra \$900,000 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The lump sum cost was deemed reasonable when the per day incentive payment was compared to the original per day incentive payment and the daily used cost calculations.

The extra item Accepted for Traffic Incentive – Extra \$500,000 was established to provide a budgeted amount for additional project incentive. The additional incentive period is described as opening I-696, M-10, M-24, and the respective ramps to traffic before 5:30 a.m. on September 1, 2006. The contractor will be paid a lump sum of \$500,000 if the roadways, as described above, are open to traffic prior to the required date and time. If the project is not complete to allow the opening to traffic of the roadways, as described above, by the required date and time, no portion of this lump sum will be paid. The paragraph above describes the additional reasons for this incentive. The contractor is not allowed extensions to this 30 day period for any weather related events. The intent of this extra item is to provide a safe and complete traffic opening of the project prior to the Labor Day holiday. The extra cost for Accepted for Traffic Incentive – Extra \$500,000 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction.

* Denotes a non-standard contract/amendment

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48037.

358. **Extra 2006 - 130**

Control Section/Job Number:	82023-51493-2	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	MDOT	
Engineer's Estimate:	\$13,858,709.31	

Description of Project:

Superstructure and deck replacements, abutment and substructure repairs, pier and cap replacement, reconstruction of pier caps and columns, pin and hanger replacement, beam painting, cleaning and coating, beam end repair, bearing replacements, three beam retrofit, and pedestrian fence on S24 southbound M-10 over I-94, S27 on northbound M-10 over I-94, S29 on northbound M-10 over I-94 ramp H-E from SB M-10, S38 on I-96 under McGraw Avenue, S41 on I-96 eastbound to I-94 eastbound ramp, S35 on I-96 under Pacific Avenue, S43 the Grand River Avenue entrance to westbound I-94, and S47 the Grand River Avenue exit from eastbound I-94 in the city of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	1,543,953.75	+ 9.66%
Total of Extras/Adjustments (Approved to Date):	2,900,547.91	+ 18.15%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>23,049.80</u>	<u>+ 0.14%</u>
Revised Total	<u>\$20,451,664.00</u>	27.95%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 27.81% over the original budget for an **Authorized to Date Amount** of \$20,428,614.20.

Approval of this extra will place the authorized status of the contract 27.95% or \$4,467,551.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-27	15 r. 2	\$400,000.00	03/01/05
2005-56	19 r. 4, 21, 22	\$133,511.99	05/03/05
2005-58	18	\$6,196.68	06/07/05
2005-69	23 r. 1, 26 r. 2, 28	\$76,969.97	06/21/05
2005-130	32 r. 1	\$192,011.53	11/01/05
2006-005	27 r. 1	\$265,051.44	02/07/06
2006-066	30, 36 r. 2, 38 r. 1	\$996,188.11	06/06/06
2006-081	39	\$28,475.95	07/05/06

Contract Modification Number(s): 43

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

S41 Repair of Spans 11 and 12	<u>\$23,049.80</u>
Total	<u>\$23,049.80</u>

Reason(s) for Extra(s)/Adjustment(s):

The extra work item S41 Repair of Spans 11 and 12 was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as calculated force account value. The original reason for this work is described below.

The existing fascia beams in spans 11 and 12 rotated during concrete deck placement of spans 9 through 13. The rotation of the beams was not a result of contractor workmanship or methods. It was determined that the weight of the fresh concrete was not taken into consideration during the design phase. The wet concrete load could not be completely absorbed by the bridge beams and thus the beams rotated during placement of the concrete. The project designer for this bridge, T.Y. Lin International Great Lakes, Inc., has been notified that the alternate dispute resolution process will be pursued for recovery of extra costs. The contractor was directed to install a lateral bracing system on the bridge that consisted of wood blocking and reinforcing steel. The bracing system prevented beam rotation while completing the

* Denotes a non-standard contract/amendment

remaining bridge deck concrete pours. This work was directed with the extra item S41 Lateral Bracing.

The existing fascia beams, as described above, rotated during concrete deck placement. The respective fascia beam portion of the bridge deck was removed in order to investigate the condition of the beams. When the new deck was removed, the bridge beams rebounded back to their original position. Wood struts were used between the fascia beam and the interior beam to prevent re-rotation during concrete placement. This work was directed with the extra item Demolition of Bay A-B Spans 11 and 12.

The contractor was then directed to reconstruct the concrete bridge deck that was removed to investigate the rotated bridge beams. The extra item S41 Repair of Spans 11 and 12 was established to pay for the reconstruction of the bridge deck. The extra cost for S41 Repair of Spans 11 and 12 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 24, 2006, meeting, and is now recommended for approval by the State Administrative Board on September 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48208, 48202, 48201.

OVERRUNS

359. **Overrun 2006 – 33**

Control Section/Job Number: 81406-56823 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Peter A. Basile Sons, Inc.
13000 Newburgh Road
Livonia, MI 48150

Designed By: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$319,340.75

Description of Project:

Approximately 0.5 miles of hot mix asphalt surface removal, crack and seal existing concrete base, hot mix asphalt paving, watermain installation, sidewalk, sidewalk ramp, curb and gutter repairs, pavement markings and restoration on Washtenaw Avenue from Hamilton Street to Huron Street in the city of Ypsilanti, Washtenaw County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	June 14, 2004	
Original Contract Amount:	\$281,776.47	
Total of Overruns/Changes (Approved to Date):	28,177.65	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	55,179.13	+ 19.58%
Total of Negative Adjustments (Approved to Date):	(400.00)	- 0.14%
THIS REQUEST	<u>7,500.00</u>	+ <u>2.66%</u>
Revised Total	<u>\$372,233.25</u>	+ 32.10%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 29.44% over the original budget for an **Authorized to Date Amount** of \$364,733.25.

Approval of this overrun will place the authorized status of the contract 32.10% or \$90,456.78 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Curb and Gutter, Conc, Det F4	500.00 Ft @ \$15.00/Ft	<u>\$7,500.00</u>
Total		<u>\$7,500.00</u>

* Denotes a non-standard contract/amendment

Reason(s) for Overrun(s):

It was determined that the existing curb and gutter was not adequate to perform the as planned repairs during construction operations. The curb and gutter was deteriorated, and the contractor was directed to remove and replace the curb and gutter throughout the project limits in lieu of the as planned repairs. The work item Curb and Gutter, Conc, Det F4 is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; City of Ypsilanti, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48197.

360. **Overrun 2006 - 34**

Control Section/Job Number:	84911-77697	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	John R. Howell, Inc. 9200 Bridge Hwy. Dimondale, MI 48821	
Designed By:	MDOT	
Engineer's Estimate:	\$169,052.83	

Description of Project:

Traffic signal upgrading and modernization at 12 locations in the Ishpeming Transportation Service Center region, in the cities of Marquette, Negaunee, and Lake Linden, in the counties of Baraga, Houghton, Keweenaw, and Marquette.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	October 15, 2004	
Original Contract Amount:	\$150,849.00	
Total of Overruns/Changes (Approved to Date):	15,084.90	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	69,249.57	+ 45.91%
Total of Negative Adjustments (Approved to Date):	(1,062.00)	- 0.70%
THIS REQUEST	<u>4,200.00</u>	+ <u>2.78%</u>
Revised Total	<u>\$238,321.47</u>	+ 57.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 55.21% over the original budget for an **Authorized to Date Amount** of \$234,121.47.

Approval of this overrun will place the authorized status of the contract 57.99% or \$87,472.47 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Traf Loop, Presence	3.0000 Ea @ \$1,400.00/Ea	<u>\$4,200.00</u>
Total		<u>\$4,200.00</u>

Reason(s) for Overrun(s):

The traffic signals at the intersection of 3rd and 4th Streets were re-designed at the request of the statewide signal inspector and the Traffic and Safety Support Area. This request was made to bring the intersection into compliance with the current electrical code. The re-design work caused an increase to the original contract pay item Traf Loop, Presence, which will allow the traffic signals to detect vehicles and coordinate better signal timing at the intersection. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49946.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 30, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: September 5, 2006 - Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. ***HIGHWAYS - IDS Value Engineering Services**

Contract (2006-0617) between MDOT and HNTB Michigan, Inc., will provide for value engineering services to be performed on an as needed/when needed basis. Value engineering is a systematic multi-discipline team review of the function and worth of a project or service. The purpose is to identify where these are out of balance and to develop alternatives to increase the value of the project while maintaining the function more effectively. The contract will be in effect from the date of execution for up to three years. The maximum contract amount will be \$2,500,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

SECOND SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 30, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: September 5, 2006 - Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. *AERONAUTICS AND FREIGHT (Freight) – Increase Services and Amount, Extend Term
Amendatory Contract (96-0819/A8) between MDOT and the Federal Railroad Administration (FRA) will provide for the installation of a 220 MHz radio system and for the performance of additional services for completion of activities required to support the Incremental Train Control System (ITCS) implementation, including the verification and validation (V & V) of the project needed to reduce anomalies and meet FRA standards, will increase the grant amount by \$1,176,204, and will extend the contract term by 15 months. The V & V is a vital part of the project that will provide the FRA with the certification needed to allow the National Railroad Passenger Corporation (Amtrak) to increase speeds to 110 miles per hour (mph). When the V & V is completed, Amtrak will be allowed to extend the ITCS territory without duplication of previous testing. The original grant provides federal funding for the demonstration of a high-speed positive train control project on a segment of the federally-designated Detroit-Chicago High-Speed Corridor. This project is undertaken in an effort to increase safety and decrease travel times on the High-Speed Rail Corridor. The revised contract term will be March 3, 1995, through December 31, 2007. The revised contract amount will be \$39,758,349. Source of Funds: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Transportation Systems Global Signaling (General Electric) Funds - \$4,916,569.

Purpose/Business Case: This amendment will provide for the installation of the radio system needed to meet FRA requirements and the completion of the V & V audit and testing for FRA approval of train speeds of 110 mph.

Benefit: The completion of the ITCS implementation, partnered by MDOT, Amtrak, General Electric, and the FRA, will provide Michigan with the second fastest rail corridor in the United States. Upon certification by the FRA, MDOT and Amtrak will be able to expand the ITCS boundaries on other segments of the corridor. This is a first of its kind system with the potential to revolutionize high-speed rail travel.

Funding Source: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Funds - \$4,916,569.

Commitment Level: The grant amount will be increased by \$1,176,204 and the contract term extended by 15 months under this amendment.

Risk Assessment: If this amendment is not approved, the ITCS project will not be completed and implemented. The V & V segment must be completed to obtain FRA approval for train speeds of 110 mph.

Cost Reduction: A completed, validated, and FRA-approved ITCS system will dramatically reduce the per-mile cost for future installations of the positive control train system that will be required for train speeds in excess of 79 mph in other areas of Michigan and the country.

New Project Identification: This is not a new project.

Zip Code: 48909.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director